

THE LITERARY DIGEST

(Title registered in U. S. Patent Office and in Foreign Countries)

PUBLIC OPINION, *New York*, and CURRENT OPINION, *New York*, combined with THE LITERARY DIGEST
(Titles registered in U. S. Patent Office)

Vol. CIII, No. 8

New York, November 23, 1929

Whole Number 2066

TOPICS • OF • THE • DAY

(This title registered in U. S. Patent Office)

TO END "STARVATION" IN WAR

"THE ANVIL OF DEBATE" upon which President Hoover placed his Armistice Day doctrine that "food ships should be made free of any interference in times of war" has certainly been ringing with the clash of hammers. The question has been hot enough to suggest "the sizzling white heat of a piece of iron just lifted from the forge by the blacksmith's tongs." The writer who uses this figure, Charles A. Selden of the *New York Times*, notes further in a dispatch from London that there came first "the friendly preliminary taps of hammers in praise of the humanitarian motives of the American President," followed by the heavier blows dealt "with the apparent purpose of revealing a flaw of impracticability in the plan." Or, as the *New York Evening Post* puts it, the Hoover suggestion met with two distinct reactions both in this country and abroad: "The idealistic and humanitarian motives which inspired it are rightfully applauded, but at the same time it is felt that such a solution of the age-old problem of the freedom of the seas is too simple and too impracticable to be of more than academic interest." This idea, characterized by the *Los Angeles Times* as "the most important put forward by President Hoover since he became President," met with prompt applause from Senators and Representatives of both parties in Washington, and from the great majority of the newspapers, tho accompanied by many doubts about its practicability. It might be said here that the Armistice Day speech as a whole was generally commended as the President's greatest oratorical effort, and his declarations in favor of adequate defense, "preparedness for peace," and actual reduction of navies find nothing but approving words.

But it is the "free-food" doctrine that stirs up the world and excites all the correspondents and editors. The impression has been developed in Washington, according to David Lawrence, that "President Hoover has challenged the whole structure of the League of Nations which is based upon the economic boycott

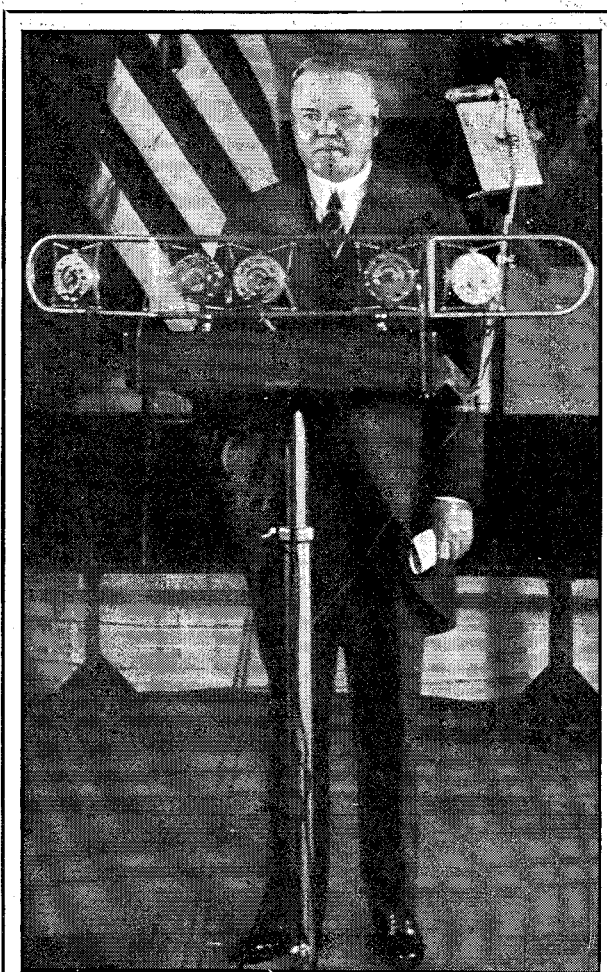
and blockade." The same impression seems prevalent in France, judging from the Paris dispatches. As Leland Stowe of the *New York Herald Tribune* sums up Paris editorial comment—"little support is discernible here for making food ships as inviolate as hospital craft, since it is felt that it would cut the very heart

out of the League's provisions for economic blockade against an aggressor State." In Germany and Austria, where the Allies' blockade was felt so severely, the Hoover idea is hailed with enthusiasm. Italian sentiment is said by one correspondent to be favorable, while another finds only indifference in Rome. London opinion varies, with much praise of the humanitarian aspects of the Hoover doctrine and serious doubts of its practicability. One cynical observation quoted in a *New York Times* dispatch is that "the proposal is bound to be condemned by diplomats as unspeakably humane." Some British friends of the League of Nations find it conflicts with the League sanctions for preventing war. At Geneva the same clash between the Hoover doctrine and the League Covenant is found, but pleasure is also reported over the Hoover speech as a "big step" toward further participation by the United States in world affairs. In general, Edwin L. James of the *New York Times* thinks European opinion of the Hoover doctrine can be summed up more or less like this:

"President Hoover's idea to make war humanitarian comes up against the experience of the old world that war can not be made

humanitarian. It further comes up against the idea that if you are going to outlaw a nation for breaking the peace of the world, it is a rather fatuous plan to feed the outlaw while trying to whip him, for that is what the European will surely find President Hoover's plan amounts to."

Against this background of European comment, it will be appropriate to sketch briefly the arguments of those editors in this country most deeply impressed with the practical futility of Mr. Hoover's highly idealistic suggestion. It seems to the Memphis



Times Wide World photograph.

"THE TIME HAS COME"

Says President Hoover, "when we should remove starvation of women and children from the weapons of warfare."

Commercial Appeal a mere "flight of idealism" in an otherwise realistic address. The *New York Times* dismisses it as "a fine impulse which would have no application to a time of peace, and would doubtless be regarded as impracticable in time of war." Finding the suggestion in itself commendable and interesting, the *New York Herald Tribune*, in a spirit of friendly debate, proceeds to state the "rather powerful arguments on the other side":

"It is beyond dispute that victory depends on the morale of the civilian population. When this crumbles the Army crumbles, too. In the last war one of the most important single factors in bringing the enemy to his knees was hunger. The fresh American white bread defeated the black sawdust substi-

down even harder on the non-combatants. If these things are true, it would seem that the most merciful solution is for wars to be as short as possible. Seen in this light, the proposal to exempt food might relieve suffering in one sense by preventing hunger, but would at the same time increase suffering by fortifying the will to win, and thus lengthening the war's duration."

Similarly arguing that food shipments to civilians would release equivalent amounts of supplies for the use of armies, the *El Paso Times* concludes that the result in case of war would be a prolongation of the enemy's resistance so that our philanthropy "might work around in a circle of effect to result in additional killed and wounded of our own people." Other Southern dailies, the *Little Rock Arkansas Gazette* and the *Macon Telegraph*, point out that starvation helped bring both the Civil War and the World War to a conclusion. It seems to the *Emporia Gazette* that "a provision to put food on the free list during war-time would work to the advantage of industrial nations, and to the disadvantage of agricultural ones, and would at once start an interminable discussion as to what constitutes food." "Civilization can not regulate war any more than it can regulate murder," insists the *Denver Post*; "it is just as easy to say 'there shall be no more war' as to say 'food supplies shall not be interfered with in time of war.'" Similarly the *Tulsa Tribune* reasons that "a nation at war would give up the right to shut off supplies to the other side no more readily than it would consent to take the bayonets off the soldiers' rifles or to substitute perfume atomizers for poison-gas bombs." After all, concludes the *New York Telegram*, speaking for a chain of dailies, "the only way to humanize war is to prevent war." Or, in the words of the *Portland Oregonian*, "more progress can be made by 'working earnestly and honestly to perfect the equipment and preparedness for peace' than by attempts to make war humane."

So much for the "futility," the "impracticability," the "unreality" that so many editors find in the Hoover free-food doctrine. Let us turn to the group which find that the humanitarian appeal for the elimination of the "starvation" weapon is based upon practical good sense. The *New York World* takes up and answers in detail four main objections to the Hoover proposal:

"First, there is the objection of those who now possess, or at least think they possess, the weapon of starvation, and do not wish to relinquish it.

"The rebuttal to this objection consists in demonstrating two things to the British public. One is that Mr. Hoover has in effect proposed to guarantee their food supply, thus adding immeasurably to their island security. The other is that the weapon of blockade is no longer the weapon it was, for even in the last war the whole of Europe combined could not establish an absolute blockade of Germany until America abandoned its neutrality. It may be taken as a settled premise of the future that there can be no great blockade to which America does not agree. Therefore, in relinquishing the theoretical right of absolute blockade, Great Britain would not in fact be relinquishing a weapon which she now possesses.

"Second, there is the objection emanating from those who take what might be called the French view of the League of Nations. They hold that the 'aggressor' should be punished by every conceivable 'sanction,' including the weapon of starvation.

"The answer to this is that these sanctions can not be applied without the approval of the United States, and that in any war in which the United States was willing to join in order to coerce an 'aggressor' the military force available would be so overwhelming that the slow effect of starvation would hardly count.

"There is another answer, that the League itself takes too great a risk if it insists on the right to starve a people whom the fallible machinery of the League has adjudged guilty.

"Third, there is the objection of those who believe that Mr. Hoover's proposal would prolong war by sustaining the morale of the civilian population. There is a certain apparent validity to this objection, but deeper consideration will show, we believe, that this risk is more than compensated by the sense of security which the plan would create in time of peace. The main purpose of the plan, it must be remembered, is not to mitigate the horror of war but to reduce the sense of insecurity, which is one of the



tute which Germany had to live on. Thus, if both sides in the last war had had plenty of food, their morale, or will to win, would have lasted longer than it actually did. The result would thus have been a war of longer duration.

"These possible results of exempting food from attack show why hospital ships and food ships are, in some respects, difficult to compare. Broadly speaking, the hospital ship contains wounded men of scant military value, whereas the food ship, like a troop ship, contains stuff which is as important a contribution to the prosecution of war as are guns and munitions. The sending of food to an enemy country is a direct contribution to your enemy's success. Part of the food must be passed on to the young men at the front; what is left maintains the morale of the non-combatants in the country at large and strengthens your enemy's will to defeat you.

"It is impossible not to feel that the proposal to exempt food from attack goes back to the concepts of the prewar Hague treaties and of the eighteenth century that wars were waged only by men in uniform. The last war showed that the civilian population was actually at the bottom of victory or defeat, and the most prominent peace lovers have stated repeatedly since then that owing to scientific invention, future wars would bear

"WHAT DO YOU KNOW ABOUT THAT?"

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 4.

1. What is a palimpsest? (p. 37).
2. Name Albie Booth's home town? (p. 56).
3. How many kings has Afghanistan had so far this year? (p. 17).
4. Is it possible to hear a fruit-fly chewing grapefruit? (p. 40).
5. Are the churches surrendering to the cabarets in New York? (p. 23).
6. What is Limbo? (p. 24).
7. Who started out a tramp and retired a millionaire play producer? (p. 21).
8. Who is Nadir Khan? (p. 17).
9. Does the display of the American flag in the public schools promote the war spirit? (p. 24).
10. Who wrote "Journey's End"? (p. 22).
11. Who is the leader of the party in Germany opposed to the Young plan? (p. 15).
12. Is there any spirit of forgiveness among the Jews for the Arabs responsible for the massacres in Palestine? (p. 24).
13. With how many *Shamrocks* has Lipton tried to capture the most famous of yacht trophies? (p. 57).
14. What eminent half-back is known as the "Mexican jumping bean"? (p. 50).
15. What is the Government's latest warning to big business? (p. 13).
16. Is pagan influence evident at the Y. M. C. A. and Boy Scout summer camps? (p. 25).
17. What "psychological hazard" besets the sky-scraper? (p. 30).
18. What four French artists are exhibited in the first show of the Modern Museum? (p. 19).
19. Who is the Prince of Piedmont? (p. 16).
20. How is the airship protected from lightning? (p. 32).
21. Who precipitated a Senate row by his "sons of the wild jackass" speech? (p. 10).
22. What were Amanullah, Inyatullah, and Habibullah? (p. 17).
23. What is the newest practical use for the "talkies"? (p. 13).
24. When will the next races for the *America's* cup be held? (p. 57).
25. What former empire is called a mixture of "barbaric legends, Wagnerian opera, and national conceit"? (p. 15).

principal causes of war. Theoretically, the war might last somewhat longer, but it would be less likely to break out.

"Fourth, there is the objection of those who think that the plan is impracticable in that during a war food ships would not in fact be exempted. If they are thinking of a universal war, they are undoubtedly right. In such a war every principle would be swept away. But if they are thinking of wars as they have occurred in history, and as they are likely to occur, they are mistaken. The ultimate practicable guaranty of Mr. Hoover's plan lies in the fact that the United States is normally neutral in great wars, and that it has the economic resources, prestige, and military power to enforce such a plan if it chooses to do so."

Either with or without such arguments as these, many newspapers all over the country give their whole-hearted approval to the Hoover proposal. The Omaha *World-Herald* tells its readers that the President "is proposing an entirely new standard for international law; but one that will meet the approval of enlightened peoples." To refuse his demand, declares the Atlanta *Constitution*, "will be a crime against the heart of the race for whose lives the Son of God laid down his own." It seems to the New Orleans *Times-Picayune* that the reasons Mr. Hoover cites "in favor of making food ships free of all war-time interference are sound and persuasive, and gradually should break down the resistance to his ideal." The Seattle *Times* even says that "the chances are many that the world never again will see a naval blockade designed to starve non-combatants." To the editor of *The Desert News* in Salt Lake City, the Hoover proposition is "as simple as it is humane, and humane as it is revolutionary."

"Opening the waters to foodstuffs during conflict would be another great step forward toward alleviating the horrors of struggle," and, in the opinion of the Miami *Herald*, it is a definite evolutionary move in gradually doing away with war and all its horrors. That Mr. Hoover, too, "has given substance to President Wilson's dream of the freedom of the seas," is the feeling of the Los Angeles *Express*. The acceptance of his idea, thinks the Columbia *State*, "would greatly reduce the danger of drawing natural neutrals into a war." That the President has made a definite step toward solving the vexed problem of the freedom of the seas is likewise the opinion of the Newark *News*, Troy *Record*, Houston *Chronicle*, and San Francisco *Chronicle*.

While President Hoover definitely states that the question of the freedom of the seas will not come before the London Naval Conference, a number of the Washington correspondents predict

that some time after the London conference another naval conference will be called for rewriting the law of the sea.

The Hoover proposition has a special application to Great Britain, remark a number of interested editors. Crediting Mr. Hoover with the utmost sincerity, the Minneapolis *Tribune* thinks it perfectly apparent that he was striving primarily "to force the whole moot problem of the blockade and the rights of neutral ships into the open and place it squarely before Great Britain." As we read in the Philadelphia *Evening Public Ledger*, "he suggests a method that may conceivably eliminate some of the emotional barriers that still stand in England against proposals to limit the fighting power of the British Navy."

It may be of interest now to quote a few of the more significant sentences from the President's Armistice Day speech. He began with the assertion that there must be "preparedness for peace." After calling attention to what this country is doing in the way of preparedness for peace, and the hoped-for success of the coming naval conference at London, the President added that we must still be prepared for defense, and that he is "for adequate preparedness as a guaranty that no foreign soldier shall ever step upon the soil of our country." President Hoover repeated his insistence on actual reduction of naval armaments—

"We will reduce our naval strength in proportion to any other. Having said that, it only remains for others to say how low they will go. It can not be too low for us."

Bringing up the question of the freedom of the seas, the President went on to say that he had a suggestion to offer to the consideration of the world, for discussion and debate, and not to be injected into the London conference:

"For many years, and born of a poignant personal experience, I have held that food ships should be made free of any interference in times of war. I would place all vessels laden solely with food supplies on the same footing as hospital ships. The time has come when we should remove starvation of women and children from the weapons of warfare. . . .

"The fear of an interruption in sea-borne food supplies has powerfully tended toward naval development in both importing and exporting nations. The world must sooner or later recognize this as one of the underlying causes of its armed situation, but far beyond this, starvation should be rejected among the weapons of warfare.

"The protection of food movements in time of war would constitute a most important contribution to the rights of all parties, whether neutrals or belligerents, and would greatly tend toward lessening the pressure for naval strength."

"SONS OF THE WILD JACKASS"

PLACIDLY CHEWING GUM while big guns of the Senate shell him from every angle, George H. Moses, president *pro tempore*, sits unconcernedly at the presiding officer's desk as the Insurgent Republicans thunder their reply to his speech characterizing them as "sons of the wild jackass." Man after man, the Progressives answer "the Sage of Concord," as the New Hampshire Senator has been dubbed, and then, getting down to business, "rampage all over the Administration tariff bill," to quote the Baltimore *Sun* correspondent, "and trample on all the increases in duty the Finance Committee had placed in it." They are still cavorting and "running all over the lot" when absence of a quorum forces the Senate to adjourn. As the storm in the chamber dies away to a rumble of threats to discipline Senator Moses by deposing him as chairman of the Republican Senate Campaign Committee, or even as president *pro tempore*, a great editorial roar goes up from newspapers of the land over this latest outburst among the nation's legislators. The press rebukes, belittles, deplores, and castigates. Chiefly, tho, it essays to estimate the practical effects of the twist that Senator Moses has given to the tariff situation, and asks if this affray is one more blow on the wedge that is seen driving the agrarian West and the industrial East asunder.

Coming on top of the appellation of "backward States," applied to sections of the West by Joseph R. Grundy, president of the Pennsylvania Manufacturers' Association, the Moses epithet is viewed as the climax of a series of opprobrious characterizations of the Western Senators by men connected directly or indirectly with the Hoover Administration. First, we read, Senator Fess, Republican, Ohio, referred to the Insurgents as "pseudo-Republicans." Next, Secretary of the Navy Adams attacked them as "hybrids," and then James Francis Burke, lately of the White House patronage committee, tacked on the label of "pigmies." "More dangerous than Communists" was the phrase applied by Senator Reed, Republican, Pennsylvania. Turning now to the Moses speech, which set spark to the Insurgents' powder, we find that the Senator was addressing a Washington dinner of New England manufacturers. And this, according to the correspondents, is what he said:

"Day by day I have had to see a majority of the Senate thrown together by a political expediency which can not last through the snows of the coming winter, a coalition which seeks to bring out a tariff bill whereby we of New England will have to confront high duties on everything we have to buy to eat and low duties on those things we have to make and sell, in order to get money to buy things to eat. Against that type of tariff I stand opposed, and if nobody else in the Senate votes against it, I intend to do so. Mournfully, I prophesy that the program of these sons of the wild jackass who now control the Senate will probably go forward to complete consummation, but we have the consolation of knowing that their kind of tariff can never become law, and that at least we are to have the existing law, with the

flexible tariff under which a wise President can exercise his prerogative and give our industries the remedy which the coalition refuses to let us enjoy."

Promptly the next day, we read, while Senator Moses was presiding, the Insurgents went into action. "Egged on" by Senator Wheeler, Democrat, Montana, such Republicans of the West as Norris of Nebraska, Borah of Idaho, Brookhart of Iowa, Nye of North Dakota, and Norbeck of South Dakota "fired back a barrage at the New England Senator," as the New York *World* correspondent phrases it. He continues:

"Norris dramatically seized a handful of straw from a tariff exhibit of German pottery and, shaking it over his head, declared as he scowled at the Old Guard: 'This packing probably is fodder for us wild jackasses, and that's the kind of food they want to give to the consumers.' 'He is the man,' giped Wheeler, pointing at Moses, 'who has been selected to go out and make an ardent and strong campaign for all of those Republicans who come up for reelection in the Northwest. I appreciate that the Senator from New Hampshire in calling you the "sons of wild jackasses" was not only voicing his own views but that he was expressing the views of his constituents in New Hampshire, the exporters and manufacturers of Connecticut, the manufacturers of Rhode Island, and, particularly, the Manufacturers' Association, headed by Joseph R. Grundy of Pennsylvania. . . . He not only goes to the extent of reflecting on the Senators themselves, but he reflects upon their fathers and mothers.'"

Just once did Moses have anything to say, but that one statement was emphatic. Still chewing his gum and "lounging back in his swivel chair, his arms folded," the Senator took a hand only after Wheeler had "practically challenged" him to explain himself. Then he shot back: "If the

Senator can think of any better description of the gyrating crew which is running this Senate, I will be glad to accept it." The very boldness of this remark, says one correspondent, seemed to stagger Wheeler for a moment. Senator Nye declared the Western Senators should "organize a society of American jackasses to kick out the Eastern leaders," and went on to tell how solidly the West was arrayed against the kind of tariff the Eastern Republicans like Moses were striving to pass. And Senator Borah remarked: "When we think what the Senator said and what he might have said had he told what he really thinks of us, we ought to be well satisfied. I think that this speech of the Senator from New Hampshire signifies the great gulf that exists between the Northwest and the West and these Senators representing the New England States and Pennsylvania and New Jersey."

But were the Insurgent Republicans really angry at Senator Moses's remark? Most of the correspondents seem to think that they were, but other writers relate that all the "thundering" was done in a spirit of facetiousness, and that the Senators who are worrying are not the Insurgents but regular Republicans who



International Newsreel photograph

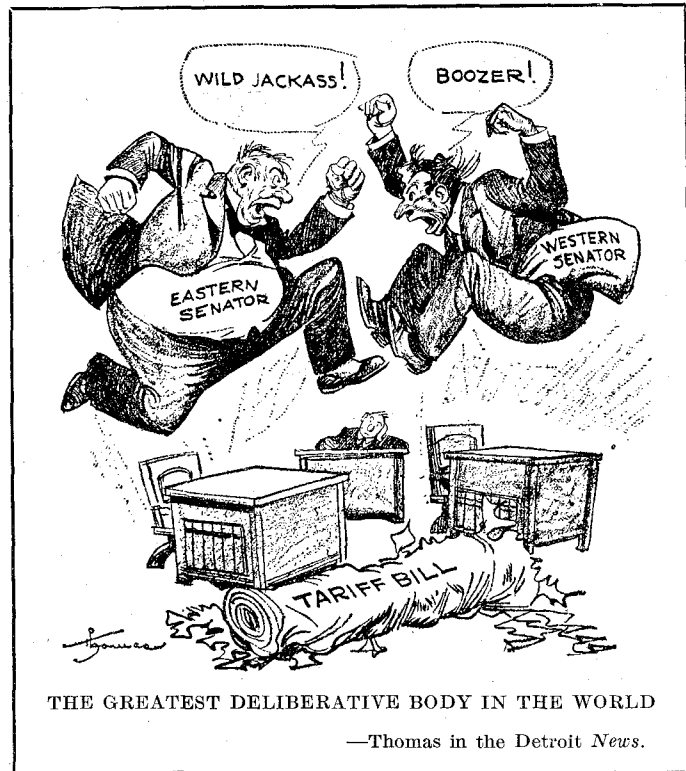
"GYRATING CREW"

Is Senator George H. Moses's alternative term for the Senators he called "sons of the wild jackass."

fear that the rift in their party's ranks is growing wider. One writer, Carlisle Barger, of the *Washington Post*, says: "Did the coalition Senators resent the remark? They did not. Instead, they danced around in high glee, poking fun back at Moses until their hearts were content. But there was no animosity." As a matter of fact, this writer tells us, "Moses likes the 'jackasses,' and they like him."

The Western Insurgents, the *New York Times* correspondent finds, are inclined to treat Senator Moses's utterance humorously rather than seriously, and take his attitude as an incident in the schism that has developed in the Republican party. They "have long since decided not to depend on the support of the committee headed by Senator Moses, and are preparing to manage their own campaigns without financial or other support from the committee." For this reason, we are told, the Insurgents were unperturbed when Moses, immediately after the debate, departed for Chicago for conferences with political leaders of the Northwest. Other members of the committee, however, were said to be smarting under Moses's failure to consult with them on his plans, particularly in view of the fact that they were not taken into his confidence on the appointment of Otto H. Kahn, New York banker, as treasurer of the group—an appointment which Mr. Kahn later declined.

The move to discipline the New Hampshire member, it seems clear, originated among regular Republicans, but, the *Baltimore Sun* says, "the feeling is that nothing drastic will be done to punish him, and that as soon as the present anger passes away, all thought of deposing him, either as President pro tem. of the Senate or as chairman of the campaign committee, will be dropt." As for the Insurgents, they later voted to "go ahead vigorously with their fight to overhaul the tariff bill," the *New York Herald Tribune* correspondent tells us, "and to swerve neither to right nor left because of verbal assaults." Meanwhile, regular Republicans did what they could to prevent the breach from becoming wider, for, as Senator Vandenberg, Republican, Michigan, said: "Loose language in the midst of our troubles now



might result in a Republican party bounded on the west by the Alleghany Mountains."

"The situation now existing," writes J. F. Essary in the *Baltimore Sun*, "is compared to that of 1909, when the Payne-Aldrich tariff was forced through." Continuing:

"That brought on the loss of Congress to the Republicans in 1910, and led to the wide-open party split of 1912. The difference now is that the Hawley-Smoot tariff has been stopt by the Democratic-Progressive coalition, which, having tasted power, is surveying possibilities for the future. Little doubt exists but that this will bring about mutual efforts by Democrats and Progressive Republicans in the Congressional elections next year. Beyond that, it is difficult for observers to see, but some of them look to a Democratic-Progressive national ticket in 1932."

The American press, as a whole, views the Moses incident with sharp disapproval. While some newspapers indulge in only mild reproof, others—both Democratic and Republican—salt their editorials with strong condemnations of the New Hampshire Senator's name-calling. A glance at some of the editorial captions reveals the tenor of the comment: "Vaudeville in the Senate," "Stupidity at Washington," "Moses's Puerile Petulance," "Boys Will Be Boys," and "Small Stuff in the Senate." Bluntly enough, the *New York American* (Ind.) declares: "We think that tame jackass Moses is far more subject to ridicule and more open to pity than the wild jackasses who roam the Western plains in self-respecting independence." From this harsh note we swing up the scale of editorial opinion to the mild tone of the *Chicago Daily News* (Ind.), which says:

"Senator Moses's colleagues know him too well to imagine that he is malicious in his vituperation. His language may be explosive and unparliamentary, but it is Pickwickian. It simply means that everybody who does not agree with Senator Moses is, in a purely technical sense, an imbecile."

"A contest for supremacy in vituperation," that is what the tariff fight has developed into, in the view of the *Philadelphia Record* (Dem.), which warns that "war between industry and agriculture, between the East and the West, can benefit neither and must injure both." From the Northwest, as represented by the *Minneapolis Journal* (Rep.), comes the charge that Senator Moses "did his party a distinct disservice," while the *New York Herald Tribune* (Rep.) says that what the Senate needs "is a little more humor and a great deal more sense."



CANADA'S ABANDONMENT OF PROHIBITION

PROVINCE AFTER PROVINCE, Canada has tried Prohibition as a solution of the liquor problem, and abandoned it for various forms of government sale and control. When the people of Ontario, a few weeks ago, voted to continue the government sale of alcoholic beverages, and Nova Scotia, after thirteen years of Prohibition, demanded a similar system, Canada's repudiation of the Prohibition experiment was virtually complete. Of its nine provinces, eight had tried and renounced "bone-dryness." Only in Prince Edward Island, the smallest of the nine, with fewer people than Yonkers, is Prohibition still in the saddle. As the *St. Paul Dispatch* puts it: "Canadians apparently are convinced that for them at least the governmental system is the most satisfactory compromise between the saloon and the bootlegger, and the most promising path to the solution of the liquor problem."

"Canada stands committed to a policy of government control of liquor sales," said a Montreal dispatch to the *New York Evening Post* after the results of the Ontario and Nova Scotia elections were announced. "Canadian Prohibitionists have apparently accepted the verdict and will drop the idea of pressing for legislative action, and devote themselves to education," reports a Toronto correspondent of the *New York World*. But Canada's settlement of its liquor question is not necessarily permanent, the *Columbus Ohio State Journal* reminds us, because under the Canadian system the subject can be reopened at will by the people.

In Canada, we learn from an article in *Current History*, the Federal Government has jurisdiction only over the manufacture, importation and exportation of liquor, on which it collects excise revenue and customs duties. "Having, keeping, and selling," are provincial matters, each province having its own laws and methods of sale. In most provinces purchasers must have a permit issued by the Government. We read further:

"Hard liquor can be purchased only in a government store, but beer is sold by the glass in licensed 'beer parlors,' cafés or 'taverns' in British Columbia, Alberta, Manitoba, and Quebec. In Quebec beer is also sold by the bottle, case, or keg by grocery-stores, which are supplied direct by the brewers, and in hotels and restaurants by the bottle and glass. Wines are also sold by all the governments in their stores, and in Quebec in hotels and restaurants with meals."

On this side of the border Canada's efforts to work out her liquor-control problem by the process of trial and error and correction is watched with intense interest by both the wets and the dries—even tho, as the *Philadelphia Inquirer* reminds us, "the Eighteenth Amendment has made impossible a similar method here." Our Prohibitionists are naturally not enthusiastic about Canada's desertion of their cause, and they refuse to concede that government sale and control is a better solution than the one to which they are committed. Thus the Rev. Alfred Edward Cooke, writing in *Current History*, cites Canadian statistics to prove that government sale does not eliminate the bootlegger,

that drunkenness in Canada is increasing, that crime "has greatly increased," and that the liquor traffic has secured "a stranglehold on Canadian politics." In short, he argues, if conditions under Prohibition were bad, conditions under government control are worse. And in the *Springfield Republican*, a journal with dry convictions, we read: "the traffic under government ownership has special moral dangers to the Government, one of which is the constant urge to increase government profits and revenues by larger sales." And in another dry daily, the *Emporia Gazette*, we read:

"Canada and America can learn much from each other's experiments. Both found Prohibition advantageous in many respects, but both found it difficult to enforce. Canada is now trying the experiment of making enforcement easier by letting down the bars to some extent—principally in the larger cities.

"America, however, is forging ahead on the old path, making every effort to dry up the nation completely. Neither nation has as yet completed her experiment, and is ready to submit definite results.

"The wets can not point with pride to the Canadian election, for our neighbors have definitely outlawed the saloon, and interpret their action as an effort to control liquor, not to foster its sale. What the Canadians have done is to legalize a state of affairs which exists in both countries in spite of strenuous efforts to prevent it.

"New York and Chicago are just as wet as Toronto and Quebec. If, in the course of another decade, America's efforts to dry up her larger cities fail, then will come the time for a reconsideration of Prohibition. But law enforcement in the American cities has not yet been given a fair trial.

We hope to be able to achieve where Canada failed."

Economic factors have had their part in the disappearance of the Prohibition experiment in Canada, many of our editors point out. Says the *Chicago Tribune*:

"One is the American tourist who likes the freedom in the Provinces which he is denied at home. When Quebec alone was wet it attracted the bulk of this trade and the most of the tourist money. New Brunswick, a land of much charming scenery, went wet with government restrictions, and that put the equally charming land of Nova Scotia at a disadvantage which the people have voted to remove."

Nevertheless, as the *Providence News* sees it, "there is nothing consoling for dries, and much that is encouraging for wets, in the results of the recent voting in Ontario and Nova Scotia." "It would be futile to deny the significance of these votes, since temperance sentiment is strong in both Provinces," affirms the *Boston Herald*. "Advocates of real temperance in the United States might well consider the lesson of these Canadian elections," thinks the *Atlanta Constitution*. The *St. Louis Star* also finds that Ontario and Nova Scotia have proved they are "getting somewhere." Thus:

"Undoubtedly there are abuses under the Canadian plan, as there always will be under any man-made statute, but the stringent merchandising regulations on the whole are producing far better results than any amount of bone-dryness produced. Bootlegging there undoubtedly is, but it is rapidly disappearing; certainly it is not the big business that has developed on this side of the border. Ontario and Nova Scotia have therefore concluded to continue a course that is getting somewhere—in sobriety and in a diminishing crime wave."



THE SNAKE-CHARMER AND THE TOURIST
—Hungerford in the Pittsburgh Post-Gazette.

MITCHELL'S AX OUT FOR THE TRUSTS

WILL A "BATTLE OF THE CENTURY" result from the warning served on big business by the Hoover Administration that it will "deal vigorously with every violation of the anti-trust laws"? This question is sharply raised by Attorney-General Mitchell's speech before the American Bar Association at Memphis, where he announced a policy which is regarded as a "reversal" of the trust program of the Coolidge and Harding Administrations, a "wide departure" from that of the recent past, and a notice that "the anti-trust law is not a dead letter." Mr. Mitchell's sharp reminder that the Sherman and Clayton acts "have not been placed in cold storage," to use a phrase of the *New York Journal of Commerce*, coming as it does in the midst of an era of pyramidal mergers and consolidations, stirs an editorial storm in which opinions range from the assertion that the Attorney-General is "out of step with the times" to the statement that his position "is in accord with the spirit and purpose of the Constitution."

Mr. Mitchell told the Bar Association, according to the dispatches, that he has modified the practise of giving advance advice to merger proposals, started in the last Administration by William J. Donovan, then First Assistant Attorney-General. He added:

"Our material prosperity has been so overwhelming, our business institutions have been increasing in size and number with such leaps and bounds, that I fear there has been a disposition here and there to go too far and transgress the law. The machinery of some trade associations seems to have been made use of for transactions that come dangerously near price-fixing. With every disposition to refrain from any interference with legitimate business, the anti-trust division of the Department of Justice proposes to deal vigorously with every violation of the anti-trust laws which comes to its attention."

Under the new policy, he said, when the Department receives proposals from business interests, it will issue only in the clearest cases letters of advice that no legal proceedings are likely to be instituted. Mr. Mitchell asserted that "until the political philosophy underlying the present anti-trust laws has been abandoned by Congress, it will be the duty of the Attorney-General to enforce them."

The Attorney-General's declaration, says the *Brooklyn Citizen*, "shows that he is out of step with the times," for "the anti-trust laws of a generation ago are obsolete." With this view the *Boston Transcript* agrees, calling Mr. Mitchell's speech "a singularly inept utterance," while *The Journal of Commerce* finds in it "a serious situation for business." On the other hand, the *Washington News* finds "nothing in Mitchell's pronouncement to alarm business," and it adds that "the consumer will be gratified to know that big business is not to have a completely free hand in producing and selling necessities." Not only that, but "our industrial democracy is endangered," declares the *St. Louis Post-Dispatch*, and it goes on to say that Mr. Mitchell's "declaration may, conceivably, develop into a sure-enough 'battle of the century.' If it does, the Government will have the support of all citizens who can look as far ahead as the day after to-morrow."

"QUICK, WATSON, THE 'TALKIES'!"

SHERLOCK HOLMES DROPS his "trick" whiskers to step forth as a movie director. "'Are you all ready? Camera!'" This echo from the movie studios will become common in police-stations," we read in the *Philadelphia Record*, "if Director Schofield's experiment in making a 'talkie' of the confession by an accused killer is widely adopted." Innovating the Movietone Rogues' Gallery, Philadelphia's Director of Public Safety directed the making of the first talking motion-picture of a prisoner's confession, thus opening a new field in

criminology, and giving promise, in the view of some newspapers, of revolutionizing procedure in murder cases. Sound films, in the opinion of Director Schofield, we are told by a Philadelphia correspondent of the *New York Times*, "not only will be a marked improvement over rogues' gallery portraits for identification, but can be shown to a jury, if necessary, to authenticate a prisoner's confession, and to disprove 'third-degree' charges." Describing the experiment, *The Times* continues:

"The confession was made by William E. Peters, twenty-seven years old, who admitted slaying Miss Leona Fischbach, a commercial artist. He sat in a chair and was questioned by Inspector Connelly while the apparatus recorded the scene, visual and vocal.

"'You understand why you are here?' the inspector asked.

"Peters raised his head wearily and nodded.

"'I have told you that every-

thing you say may be used against you,' Connelly went on.

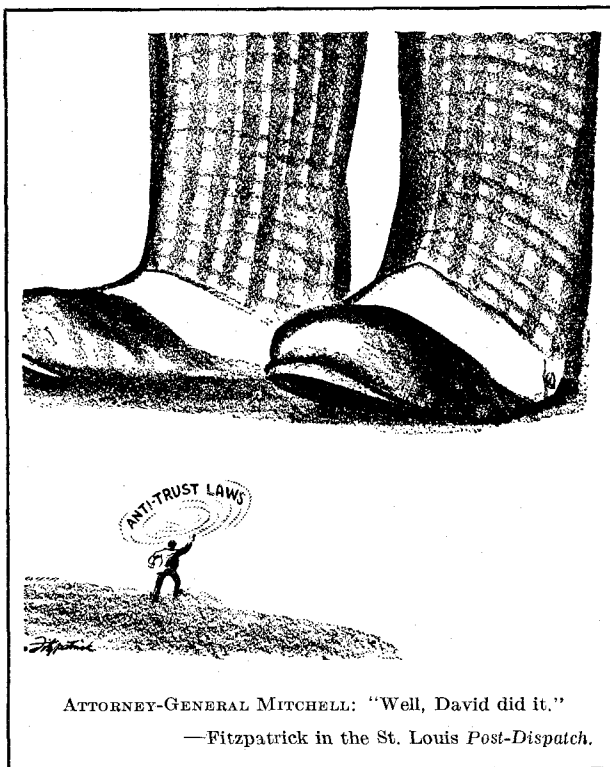
"'Yes, you did.'

"'Why are you here?'

"'For murder, I guess. I shot and killed a girl last night.'"

Peters then went on to say that, when the girl refused to marry him, he went to her home and fired three shots at her as her father looked on. Editorial pages are sprinkled with speculation on the possible results of Director Schofield's experiment, the attitude of the courts on the admissibility of such evidence, and the value of a "talkie" in supplementing a written confession. In the view of the *Albany Knickerbocker Press*, "only a prisoner with the vanity of a high-priced movie actor or with a mental weakness that would make his confession valueless anyway, would willingly convict himself by so indelible a record as a talking moving-picture film." But "any device," says the *Brooklyn Eagle*, "that would give an actual confession to the police greater credibility deserves a trial," while the *Philadelphia Record* believes that "the advantages of the system would be mainly the absolute identification of the criminal, and the impossibility of his retracting in court statements made before the sound camera." The *Washington Evening Star* summarizes the questions:

"Suppose a man charged with murder, after confessing the crime to the police, denies it in court, and after taking the stand in his own defense the lights go out and the jury sees and hears the defendant detailing the story of his own crime. Would the showing of the film be interpreted as forcing the man to testify against himself? If admitted, would the evidence be challenged on the ground that the picture was 'framed,' and the voice in the film is not the voice of the defendant? Will 'voice' experts come to play the part that handwriting and finger-print experts and alienists have played in past trials?"



ATTORNEY-GENERAL MITCHELL: "Well, David did it."

—Fitzpatrick in the *St. Louis Post-Dispatch*.

TOPICS IN BRIEF

SOME people are cheerful losers, and others can't act.—*Brooklyn Times*.

OUR bull market seems to have been largely that.—*American Lumberman (Chicago)*.

THE reason our dreams do not come true is that we just keep on dreaming.—*Albany News*.

THE Salvation Army, which says a man may be down but he's never out, apparently has never made a house-to-house campaign.—*Arkansas Gazette*.

AS to law enforcement, the first essential to a successful operation is to have your instruments clean.—*San Francisco Chronicle*.

THE most enjoyable way to follow a vegetable diet is to let the cow eat it and take yours in the form of steak.—*Brooklyn Times*.

WHAT the New York Stock Exchange needs is a greeter who will adopt Texas Guinan's cry: "Hello, sucker!"—*Des Moines Tribune-Capital*.

A SHORTAGE of fruit is reported from New York. We hope they won't make a song about it as they did when they ran out of bananas a few years ago.—*Punch*.

A SCIENTIST's proposal to demonstrate that man did not descend from monkeys may result in ultimate vindication of the monkeys.—*Weston (Ore.) Leader*.

THE Noise Abatement Commission (Din Cut Probe) promises to make a report in ninety days. The situation, it will say in part, is fundamentally sound.—*The New Yorker*.

A CHICAGO professor urges that all children past the age of five be told the truth about Santa Claus, but it is our guess that most of them would rather know who killed Rothstein.—*New York Evening Post*.

AH, we have a solution for naval expenses. Let the ship-builders take the money they pay for lobbyists and put it in cruisers, thus relieving the rest of the country.—*Cincinnati Enquirer*.

JUDGING from the way they talk, many political bedfellows are also bunk-mates.—*Norfolk, Virginian-Pilot*.

AFTER serving ten years of a life sentence, a New York song writer is set free. Maybe he promised not to write any more songs.—*Washington Post*.

THERE is consolation in the thought that if Congress spends all its time in investigations there will be no chance to pass any more laws.—*Florence (Ala.) Herald*.

A ST. PAUL paper accused Volstead of creating more law-breakers than any man in history, and was getting away with it until a rural editor thought of Moses.—*Detroit News*.

THE ladies, we read, are to resume the styles of the '90's. Which is all right, just so they don't include those waists that had a coast-to-coast hook-up in the back.—*Arkansas Gazette*.

IT's been months now since THE LITERARY DIGEST quoted this column. Those Edison scholarship boys who didn't prefer THE LITERARY DIGEST aren't missing much.—*Leesburg (Fla.) Commercial*.

"THE Filipinos," says Senator Wheeler, of Montana, "are as capable of voting as the people of Chicago or Philadelphia are." Would you call that damning with faint praise, or just plain knocking?—*Macon Telegraph*.

A LOT of people have lost a lot of money they never had.—*American Lumberman*.

AS an optimist we don't believe that stocks and skirts will stay down.—*New York Evening Journal*.

THE recent crash in the stock market broke all records. And that's not all it broke.—*Nashville Southern Lumberman*.

BULL-FIGHTERS in Mexico City have organized a union, and it is going to be pretty exciting if they lay down their tools in the middle of a job.—*Detroit News*.

IT may be that Mr. Fall will again land a secretarial job, but in a different sort of interior.—*Weston Leader*.

THOSE who insist that a vegetable diet will make one slim possibly forget the fact that elephants live on a vegetable diet.—*Tampa Times*.

A SKI slide sixty miles long has been constructed in Sweden. Just the thing for American market operators on vacation!—*Washington Post*.

A CONCERT broadcast from New York was heard by members of an Arctic expedition. It seems to have encouraged the explorers to push on.—*Punch*.

A HIAWATHA, Kansas, flapper hands out this advice to her sisters who are undecided about going into long skirts: "Let your chassis be your guide."—*Kansas City Star*.

"AT twenty years of age," said Franklin, "the will reigns; at thirty the wit; at forty the judgment." And after that the kids take entire charge.—*Philadelphia Inquirer*.

THEY always, as Rube Goldberg says, come back for more. Gentlemen may be observed these November morns hurrying hopefully toward Wall Street with the Other Shirt.—*The New Yorker*.

THE plan to make the liquor buyer equally guilty with the seller would, when the quality of the stuff sold is considered, seem to be a plain case of double jeopardy for the buyer.—*Louisville Times*.

A NOTED Egyptologist traces the birth of conscience to a period about 2000 B. C. No wonder old man conscience is so doddering and decrepit.—*Washington Post*.

"Do you want a car that will help you to see the world?" asks an advertisement. It all depends which world is meant—this one or the next.—*The Passing Show (London)*.

OF money put into stocks the old saying may be true that "what goes up must come down," but it doesn't always come down in the same place.—*Springfield Republican*.

THREE Washington Times reporters are sent to jail for refusing to tell where they bought their liquor. This is all wrong. Such rare birds should have been put in the Smithsonian.—*The New Yorker*.

EIGHTEEN million linear feet of American moving-picture films were exported to other countries last year. We aren't getting our world-peace movements started a bit too soon.—*Leesburg Commercial*.

WITH mass killings, murder trials that attract nation-wide attention, shooting down men from running automobiles, and the like, we trust that North Carolina is now considered sufficiently civilized to meet the requirements of even the Chicago papers.—*Jackson County Journal (Sylva, N. C.)*.



FOREIGN - COMMENT

THE HUGENBERG CAMPAIGN TO TEAR GERMANY ASUNDER

DOCTOR ALFRED HUGENBERG is promised a rather ignoble eminence in the history of the German Republic by editors who see in his sensational referendum project to reject the Young plan, and practically tear up the Versailles Treaty like a scrap of paper, one of the most ominous perils now confronting the Fatherland. The partial success of this die-hard Nationalist and owner of many newspapers, sometimes called in Germany, "the German Northcliffe," so far has amounted to this: He has secured the necessary 4,000,000 signatures in order to put through a referendum on the Young plan, but when he can get only four-sevenths of his own total Nationalist party electorate, say Berlin dispatches, he can have no illusions about harvesting the 20,500,000 votes needed to reject the Young plan. But, as it is variously pointed out, the evil he has done will live after him. The agitation he has stirred up and fostered, we read, promises to divide Germany into "two hostile and irrevocably opposed camps, somewhat as Austria now is torn between her Heimwehr and Socialist movements."

Altho the Monarchist Berlin *Kreuz Zeitung* exults that the anti-Young-plan group "has won its first battle," many German newspapers deplore Dr. Hugenberg's present gain. They say it means disturbance of the business life of the country by continued unscrupulous agitation of the Nationalist extremists, and also a waste of the taxpayers' money in holding an expensive referendum on an issue about which the decision of the majority of the German people is known in advance. At the same time there is an indication in the Nationalist *Berliner Nachtausgabe*, which is owned by Dr. Hugenberg, that the possibility of winning 20,500,000 votes "for the law against the Young plan" is conceded to be remote. Yet one objective of the promoters of the plebiscite is revealed in the statement that "the significance of the referendum consists primarily in the fact that a very high number of votes for the law may be obtained in secret balloting." This newspaper then claims that "a higher total of votes over those obtained in this preliminary consultation will be greater proof that the Government has prevented a free decision by its terroristic measures. In addition the outcome of the plebiscite will reveal the greatness of the Nationalist Opposition."

A most informing account of the effect of Dr. Hugenberg's preliminary victory is contributed in a Berlin radio message to the New York *Herald Tribune* by John Elliott, who relates that all that President Hindenburg has accomplished toward restoring national unity is likely to be undone. The creation of normal parliamentary divisions in the Reich, such as exists in other stable countries, may be retarded for generations to come, and Mr. Elliott goes on to say:

"The *Vossische Zeitung* recently published a map of Germany showing in shading the electoral districts that had contributed 10 per cent. or more of their electoral vote for the Hugenberg plebiscite. Those districts that fell below 10 per cent. were completely white.

"The result was a startling revelation that there are actually 'two Germanys' as at the time of the Reformation, and that the much spoken of 'Elbe line' was more than a figure of speech. All of North and East Germany, with the exception of the two enclaves marked by the big municipalities of Berlin and Hamburg, appeared on this map shaded, while West and South Germany were unmarked.

"Hugenberg's campaign appears to be cutting Germany asunder and bringing the East in opposition to the West, the country versus the city, and Protestantism against Catholicism. It is an ironical comment on this 'Liberation movement' that the Rhineland districts, which hope, through the acceptance of the Young plan, to be rid of the last of the Allied troops, return only 1, 2, or 3 per cent. registered in favor of holding the plebiscite.

"Signs are not wanting that sober, responsible elements within the Nationalist party are beginning to be uneasy concerning the unknown goal toward which the party head, Dr. Hugenberg, appears to be leading them.

"The recent state election in Baden, where the Nationalist vote fell from 74,012 in the Reichstag election last year to 34,081, while the Fascist poll in the same period jumped from 26,350 to 65,106, alarmed Conservative circles, for it portends that Hugenberg's demagogic agitation is driving the masses from his own party into the more extreme and violent Nationalist, Socialist, or Fascist fold.

"This election has led Dr. Rudolf Breitscheid to compare Hugenberg with Croesus, who was informed by the Delphic Oracle that he would one day destroy a great empire. It proved to be his own."

In reviewing the Hugenberg endeavors the Manchester *Guardian* points out that the German Revolution

which brought in the Republic, not only changed a political system, but also an entire culture. In doing so, we are told, the Revolution destroyed that "extraordinary mixture of barbaric legend, Wagnerian opera and national conceit," that gave the architecture and the statuary of the Wilhelman era its peculiar character, and made much of Berlin look like a city of barracks plastered with medals and decorations, surmounted with warriors brandishing their swords and eagles screaming and flapping their wings. *The Guardian* adds:

"The Revolution was not very destructive in a material sense, and most of this architecture and statuary still remains, while a newer and better Berlin grows up all around. But in a spiritual sense the Revolution was beneficently destructive. Little of the Wilhelman spirit survives. But that little shows itself from time to time—for example, in speeches like the one delivered by Herr Hugenberg, or in similar speeches recently made by the Pan-German conspirator Class and the would-be condottiere, Colonel Xylander. And yet behind these old-fashioned phrases that recall the pretentious rhetoric of the ex-Kaiser there is a present



Underwood & Underwood photograph

"PATRIOT OR TRAITOR?"

Is the question asked about Dr. Alfred Hugenberg, whose campaign to smash the Young plan "threatens to divide Germany into two hostile and irrevocably opposed camps."

reality. A change is taking place in German political life. It is largely psychological—perhaps even pathological, and not easy to analyze with any precision. But it has brought about a concentration of all the forces that make up the German extreme Right. Herr Hugenberg's words are not really directed against the French. Even if they were, the French would remain unimpressed, for if they fear the Germans, it is not Germans such as these. And past experience has shown that, when it comes to the point, there is no one so subservient to the former Allies and no one so ready to deal with them (even behind the backs of the German people) as the German Right. Herr Hugenberg's enemies are not the French but his own fellow countrymen.

"Most of the German illegal military organizations have disappeared. But there remains the reactionary Stahlhelm and the National Socialists (who are really Fascists and have nothing to do with Socialism). They are the Army, or at least the nucleus of the Army, that will follow the sword, whether real or symbolical, of the neo-Arminius, who will, presumably, blow 'the trumpet of Jericho' as he is now blowing his own."

It is paradoxical, as *The Guardian* sees it, that the liberation of Germany from foreign occupation and control should not have relaxed the great tension in German home politics. But the die-hard Right thrives on political tension, according to this famous liberal journal, which proceeds:

"It must therefore assert itself now, for it may never get another chance: the possibility that there will be another chance has been destroyed at The Hague. By political crime and by inflammatory speeches, by waving the symbolical sword and blowing the figurative trumpet, the political life of Germany can be disturbed for a while, the mental stability, not yet quite achieved, though just as important as economic stability, may be retarded, but German democracy will doubtless stand this test as it has stood many and much harder tests before."

The text of the Hugenberg plebiscite bill, as reported by the press, is as follows:

"1. The German Government shall notify all foreign Powers immediately and solemnly that the enforced acknowledgment of the war guilt in the Treaty of Versailles is contrary to historical truth, is based on false premises, and is not binding in international law. 2. The German Government shall use all endeavors to secure the annulment of the war-guilt acknowledgment contained in Article 231 and Articles 429 and 430 of the Treaty of Versailles. It shall also undertake to secure the immediate and unconditional evacuation of the occupied German territories, without any remaining control commissions, independently of the acceptance or the rejection of the Hague convention. 3. No further financial burdens or obligations based on the war-guilt acknowledgment shall be assumed, inclusive of those arising from the recommendations of the Paris reparations experts. 4. The Chancellor and Ministers or representatives of the Reich who lend their signatures to agreements contrary to the provisions of Paragraph 3, shall render themselves liable to prosecution for high treason. 5. This law enters into force at the moment of its proclamation."

WHY ITALY IS "SORE" AT FRANCE

ALL THE WORLD LOVES A LOVER—that is, all the world except the anti-Fascist Italians, apparently. For one of them attempted to assassinate the Prince of Piedmont, heir to the throne of Italy, while he was at Brussels for the official announcement of his betrothal to Princess Marie José, only daughter of the King and Queen of the Belgians. If the Belgian police had not been quick to act, it is said, the

infuriated bystanders might have torn the assassin to pieces. As it was, we are told that the police not only arrested him but also rescued him from mob justice. Meanwhile Prince Humbert proceeded with dignity and calm to lay a wreath on the tomb of Belgium's Unknown Soldier. Seemingly the incident would end here. But it has not, for the attempted murder of the Prince has aroused the bitterest kind of indignation in Italy against France. The anti-Fascist student-assassin lived in or near Paris, and went to Brussels to kill the Prince. The Italian complaint against the French is that France is entirely too tolerant of Italian political refugees who have sought asylum within her borders. Says the semi-official *Giornale d'Italia*:

"In self-defense it is the duty of Italy to declare that this protective

tolerance has become the fundamental problem of her relations with France. We ask France and its Government if it intends to continue this collaboration—it does not matter whether direct or indirect—with a movement that has as its confessed object a continual attempt against the State and the Italian nation."

Another Italian newspaper, the *Lavoro Fascista*, declares flatly that "it is time that France speak out plainly and say whether she wishes to be a friend of Italy's." Also it adds: "It would be a good thing to realize that the problem of the Italian emigrés in France may seriously compromise Italian-French relations." The Rome correspondent of the *Echo de Paris* expresses regret that whenever relations between France and Italy seem to be reaching a state of pleasantness, some unforeseen event occurs to spoil it all. In defense of France's attitude toward Italian political refugees, the Paris correspondent of the London *Morning Post* informs us: "For some time effective measures have been taken to prevent organized propaganda or collective action by political exiles, but it is impossible to foresee and prevent isolated acts of terrorism." A distinguished French journalist, "Pertinax," political contributor to the *Echo de Paris*, tells us that a foreign personage of high position, who lives at Rome, and would like to see the soreness between France and Italy healed, said to him last summer: "If you really want to live on good terms with your neighbor, hurry up and do something about the Italian political emigrés in France."



P. & A. photograph

AN ASSASSIN AT THEIR BETROTHAL

An Italian political refugee, resident in Paris, attempted to kill Prince Humbert, heir to the throne, and only son of the King of Italy, when he visited Brussels for his official betrothal to Princess Marie José, the only daughter of the King of Belgium. The outrage has started Franco-Italian friction anew.

CHINA'S MODERN WOMEN "A CURSE"?

A CURSE TO HER PARENTS in girlhood, and a dead-weight to her husband in marriage, is the deplorable offering of modern Chinese women, according to Chinese men writers, who are terrified at the extremism of Chinese women's emancipation in China. The very idea that the birth of New China has raised the status of Chinese girls to the same level as Chinese boys seems awesome to some conservative Chinese observers. Schools have lifted the ban against girls, commercial houses have employed them "without discrimination," and the law, it is lamented, has even gone so far as to "grant unmarried women equal rights of inheritance with boys." The result, as examined by Paul K. Whang in *The China Weekly Review* (Shanghai), is that in addition to political revolution, much advertised in the foreign press, China has been undergoing a social revolution "of greater consequence," to which the world has not so far given much attention. It is not Western civilization that is blamed so much by Mr. Whang, as the fact that the modern Chinese girl is too much under its influence and "blindly worships" everything imported from Europe and America. We are told:

"She bobs her hair, puts on foreign-style dresses and shoes, and carries foreign-made handbags. From head to foot, everything on her, and everything she carries, either is of foreign make or a domestic imitation of foreign goods. To be sure, she is afraid of no men, and goes with them to have a good time in dancing-halls and cinema-houses. She stays out late at night, and enjoys as much freedom as her brothers. While in daily pursuit of pleasure and excitement, she looks upon the home-life as dreary and tiresome, and domestic affairs as trivial and unworthy. Thus she neither goes into the kitchen nor makes her own clothes, as her older sisters did. She defies the orders of her parents, and laughs at the old teachings of female virtues. She may attend the school, but she does so not for the sake of education, but for bettering her chances in selecting a husband. At school, her curriculum is to learn new dancing steps and imported love-songs. She is modernized so far as her personal appearance is concerned, and besides that there is nothing in her which commands our respect. While a girl, she is a curse to her parents: and when married, she is a burden to her husband."

A sharper reproach to the "modern" Chinese girls appears in the statement of Mr. Whang that they lose sight of the fact that Western civilization, just as Chinese civilization, has "its virtues as well as its vices," and he urges:

"In adopting Western 'culture' and ideas, our girls should not merely copy the superficial and trivial things, but they should pick up some qualities which are worthy of adoption. In the meantime, they should retain those old virtues and traditions which have been handed down from their forefathers."

THE FOURTH AFGHAN KING IN A YEAR

AFGHANISTAN'S SCREEN THRILLER "The King's In! The King's Out!" is said to have reached its most startling climax early in October with the election of a fourth ruler within a year. Amanullah, the first of this king series, editors recall, incurred the utter disdain of his subjects by forcibly introducing Western customs, especially in the matter of dress, after his grand tour of Europe. His dress reform, it is remembered, not only shocked the taste of the various Afghan

tribes, but in the case of many, especially in the matter of headgear, was considered a sacrilege to their religious sense. So Amanullah, as the records show, abdicated in January, got to Europe with his wife and retinue as best he could, and has adjourned *sine die* to the former Afghan Embassy in Rome. The new King, Nadir Khan, was formerly War Minister for Amanullah, and Afghan Minister to France, and was at first supposed to have taken the field on behalf of Amanullah in exile.

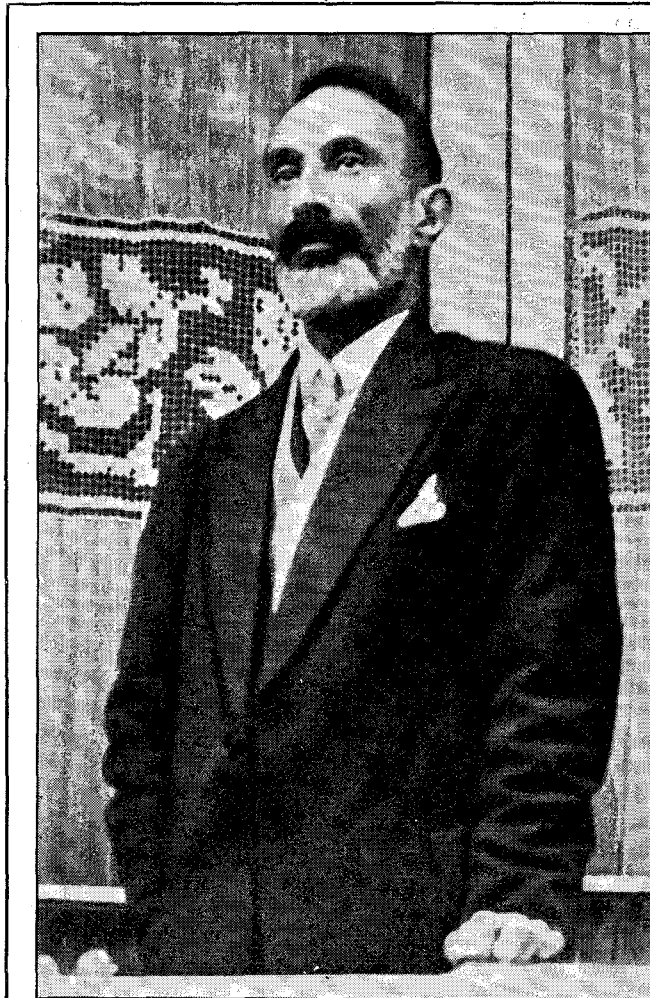
After Amanullah, the narrative goes on, came his older brother Inyatullah, who threw up the job of kingship after three days. It was immediately grabbed by Habibullah, who is described in the press as having been at various times water-boy, tea-shop keeper, bandit, thief, jailbird, and, latterly, general and Amir. The water-boy, we are told, "tasted the sweets of kingship for ten months." And since the triumphal entry of Nadir Khan into Kabul, Afghanistan's capital, the fate of Habibullah is reported in press dispatches from India to be a mystery. One story is that he escaped safely and took refuge in the hills, where "formerly he plied the trade of bandit," but

according to another report he has been killed.

His downfall came dramatically with the victorious entry into Kabul of Shah Wali, brother of Nadir Khan, and commander of his forces, according to a Peshawar (India) dispatch to the *London Daily Mail*. From this newspaper we learn also that ever since Amanullah abdicated last January, three wireless spies remained in Kabul, and kept Nadir Khan posted on all the water-boy usurper's movements. They had a transmitter just powerful enough to reach Peshawar, it appears, where "a quaint old hermit, who occupied a mud hut in an indescribably dirty alley, followed every development and passed the news to Nadir." In this *London* daily, then, Cecil Rice gives a vivid description of Kabul on the appearance of Shah Wali and his men:

"The city fort showed no signs of habitation. The guards' posts at each corner of it appeared deserted, and its great doors were securely closed.

"A deathly silence pervaded the city. The people were too frightened to welcome the incoming troops, fearing that once



Acme Newspicture

"THE PROSPECT OF PEACE"

The greater the success of Nadir Khan, fourth king of Afghanistan within a year, the greater chance for peace in Asia and on the Indian border. So think the English, to whom Afghanistan is "a bottle of wasps," with the "strong neck" of "impregnable Khyber Pass."

again they might be deceived and that reserves for Habibullah were entering the city disguised as Nadir's supporters.

"But when the news was flashed abroad that the usurper had been defeated and was a prisoner in the citadel there were tremendous rejoicings. The shops, which had been closed for weeks, were again opened, the streets were illuminated, and bunting was flown from improvised flagstaffs. The Kabulis, beside themselves with excitement, did everything to commemorate the victory. Bonfires were lit, crudely made fireworks exploded in the streets, and for one mad night the Afghan capital gave itself to revelry.

"From the citadel Habibullah gazed on these signs of his unpopularity, and turned to his supporters to hold his last council. After hours of discussion he decided to ask Shah

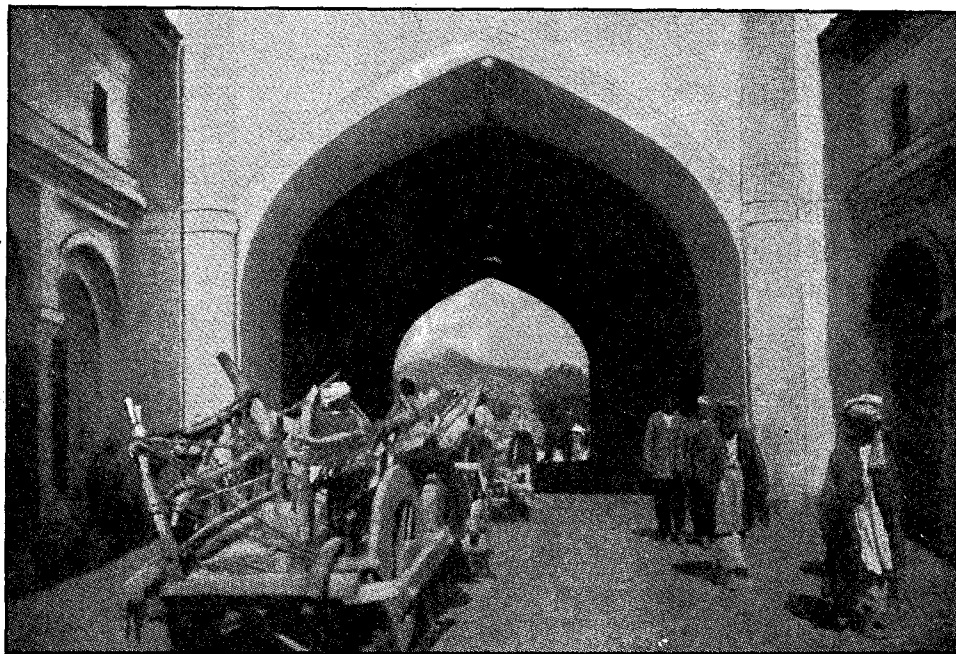
"If these were the direct results to be expected from strong central government, then the tribes would prefer to return to local rule.

"Nadir Khan, replying, referred to the enormous potentialities of Afghanistan, urging the development of mines and irrigation works, of railways, roads, and industries, and of cultivation and afforestation. Such developments, he pointed out, could only be undertaken provided a strong and respected Government was established. This he proposed to effect if given sufficient support.

"The delegation demanded a guaranty that on being appointed king he would respect his pledges not to follow in the train of the past monarchs, whose sole object was personal enrichment.

"The question was discussed for several hours—and finally the tribesmen agreed that Nadir Khan should hold the throne, and that they should give him unqualified support."

The uneasy throne of Afghanistan will continue to be such in the view of some British editors, who feel that tho most of the provinces have accepted him as their ruler, the new king may be exposed to the hostility of the partizans of ex-king Amanullah. The *London Times* thinks that even if Nadir Khan avoids dynastic troubles, the task of restoring order and obedience among the petulant and rapacious tribes, and of repairing the damage done by civil war and rebellion, will require time and energy. This journal adds that in England his efforts will be "watched with interest and sympathy," because "the greater his success, the greater the prospect of peace in Central Asia and on the Indian border." But a distinct note of



From the Paris Illustration

A DANGER DOOR FOR BRITAIN IN ASIA

Kabul, Afghanistan's capital, where four kings have reigned within a year, is under the constant vigilance of England, as the entrance through which Russia might forcibly enter India.

Wali for permission to leave, on the understanding that he would never return, and agreed to obtain similar terms for his supporters.

"As soon as he was assured of facilities for escape he left, caring nothing for the fate of his staff, and now he is at Kohidaman, in the mountains to the north of Kabul. Meanwhile, his supporters, who include his father and brothers, remain securely guarded in the citadel."

An indication of what the new Afghan potentate may have coming to him is afforded in another Peshawar dispatch to *The Daily Mail*, in which we read that big deputations from all the principal tribes in Afghanistan met in the spacious courtyard of the Kabul citadel. After lengthy deliberations forty-five chosen representatives proceeded to the council chamber of the new Conqueror-King, Nadir Khan, who had been unanimously elected to office by the National Assembly. The leader of the forty-five, we are told, was "a bearded Mohmand, hero of innumerable battles," who opened the proceedings by asking what form of government Nadir intended to provide. We read then:

"The reply was that Afghanistan was to be ruled by a strong Central Government. The Mohmand leader then stated that Afghanistan had tasted so-called strong government. Taxes, tolls, customs, and duties had been taken from the people by Amanullah, the exiled king. Every tribe had been forced to supply troops for the State Army, and in return the people had received nothing.

"Afghan Legations in foreign countries, he argued, did the tribesmen little good. The Governor of Kabul and the provincial governors 'sold justice,' he alleged, to the highest bidders. Amanullah had spent crores of Afghan rupees traveling in Europe, and on his return had enforced reforms which were unacceptable to the country.

skepticism appears in the comment of the *Manchester Guardian*, which remarks:

"Now that by the energetic use of arms, money, and propaganda Nadir Khan has captured Kabul, he is likely to keep it for himself if he can keep it at all. That remains doubtful, for Afghanistan is a country where civil war is a pastime and a passion, and tribes live happily by taking in each other's loot."

It is well known as a world secret that the reason England watches Afghanistan so closely is because Afghanistan is, in the words of a Peshawar correspondent of the *London Daily Express*, "a bottle of wasps." Luckily for British India, this informant proceeds, the bottle has a strong neck and a stout stopper, and continues:

"How comes it that during the past year of battles, assassinations, forced marches, sieges, abdications and flights of kings, the peace of the vast plains of India has been undisturbed?

"Simply because the neck of the bottle of wasps is the impregnable Khyber Pass, and the stopper a battalion of British soldiers. The Khyber boasts the best road in the world. The road is ready for emergencies. It is duplicated along its entire length through the mountains. If floods wash away one road or bombs tear it up, there is the other.

"There is also the railway, a fantastic feat of engineering which pierces the hills like the death-watch beetle. The railway goes to within a mile or two of the Afghan frontier, and there is stacked all the material for pushing it on sixty miles if —. That 'if' is always in the minds of the British military authorities. It means Russia. We have watched Russia at this point and at Quetta for fifty years. It is said in messes where British officers gossip that Russia has only to enter the 'buffer-State' of Afghanistan from the north and we enter from the south in a race for Kabul. Meanwhile as long as Russia lies low, we lie lower. We are ready to the last tin of bully beef."

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

THE MODERN MUSEUM MAKES ITS BOW

EFFORTS TO "CRASH THE GATES" of the Metropolitan Museum of Art by the modernists have proved so often a thankless and futile task that now the tide has gone elsewhere. Behold a museum of modern art opening in the Hecksher Building in Fifth Avenue, with four blazing names of the modern French school—Cézanne, Gauguin, Seurat, Van Gogh. Ninety-eight numbers in all constitute an assembly such as America has never seen before of these pioneers of modern art. Sponsored by private beneficence, the collection brought forward represents loans made by both European collectors and dealers, together with the museums of Chicago, Detroit, Washington, and Worcester. The present exhibition will run through November, and be followed by an exhibition of modern American painters. The choice of artists for the first exhibition was determined by the fact that the four Frenchmen named, so the Museum's directors affirm, "are more the ancestors of modern American painting than any four American painters of the past century. They are, indeed, the strong pillars upon which are builded the painting of the early twentieth century, the world over." Without entering into criticism or appraisal, the *New York Times* swiftly sketches the scope of the exhibit:

"Some 40 per cent. of the ninety-eight pictures which form the opening exhibition have not been shown publicly before in New York. They have been lent by private collectors in this country and Europe, and by four American museums. Quality of the individual paintings has dictated their selection, rather than any desire on the part of the Museum to show works representative of all periods of the four artists.

"Cézanne is represented by twenty-nine oils and five water-colors. There are four self-portraits, one from a New York private collection, another from the collection of Lord Ivor Spencer Churchill, London, a third from the Phillips Memorial Gallery, Washington, and a fourth from the collection of Robert Treat Paine 2d, Boston. There are also a portrait of Madame Cézanne, landscapes, and still-lives.

"Twenty oil-paintings represent the work of Paul Gauguin, paintings done both in France and the South Sea Islands. A. Conger Goodyear, president of the Museum, has lent 'The Spirit of the Dead Watching,' and the Chicago Art Institute has lent 'The Day of the God' and 'Tahitian Woman and Children.'

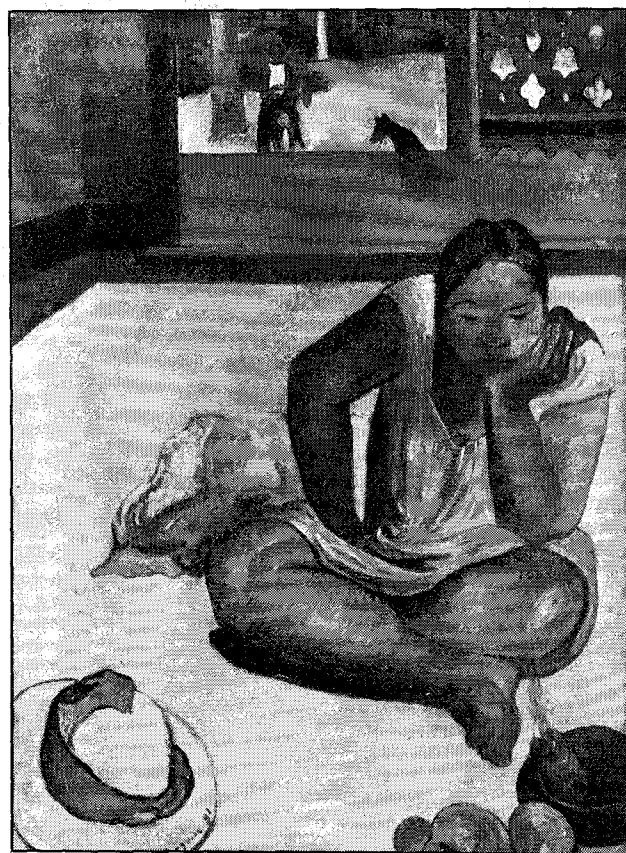
"'Side Show,' by George Seurat, one of his few large paintings, is conspicuously hung and soon catches the eye of the incoming visitor. 'Sunday on La Grande Jatte' has been lent from the Adolph Lewisohn collection, 'Port-en-Bessin' by another private collection in New York, and several others by dealers and private collectors. There are also half a dozen drawings by Seurat.

"The color of Provence is evoked by Van Gogh's paintings of Arles and Saint Remy. There are pictures of the artist's house and room at Arles, and two of women of Arles. Conspicuous in the exhibition are 'Sunset Over Plowed Fields,' 'Irises,' and 'Street in Saint Remy.'"

It is thought an "extraordinary anomaly" that New York, "alone among the great capitals of the world, lacks a public gallery where the works of the founders and masters of the modern schools can be seen to-day." How far we are behind others is set forth in the new museum's published circular:

"The municipal museums of Oslo, Halle, Helsingfors, Frankfurt, Utrecht, Lyons, Prague, Geneva, Cleveland, Chicago, Buffalo, Detroit, Providence, Worcester, and a score of other cities provide students, amateurs, and the interested public with more adequate permanent exhibits of modern art than do the similar institutions of our vast and conspicuously modern metropolis.

"In these museums it is possible to gain some idea of the progressive phases of European painting and sculpture during the past fifty years. But far more important than these smaller exhibitions are the modern public collections in the great world cities—London, Paris, Berlin, Munich, Moscow, Tokyo, Amsterdam. It is to them that New York may look for suggestion, for they have each solved the problem with which New York is confronted. And this problem is as delicate as it is difficult."



GAUGUIN'S "SEATED WOMAN"

One of this strange artist's Tahitian subjects, lent by the Worcester Art Museum to the Exhibition of the Museum of Modern Art.

The new enterprise pays its respects to the old and dignified Metropolitan, implying no criticism of the policy there that has kept modern art down to a very moderate compass:

"In the past few years New York's great museum—the Metropolitan—has sometimes been criticized because it did not add the works of the leading 'modernists' to its collections. Nevertheless, the Metropolitan's policy is reasonable and, probably, wise. The Metropolitan, as a great museum, may justly take the stand that it wishes to acquire only those works of art which seem certainly and permanently valuable. It can well afford to wait until the present shall become the past, until time, that nearly infallible critic, shall have eliminated the probability of error. But the public interested in modern art does not wish to wait. Nor can it depend upon the occasional generosity of collectors and dealers to give it more than a haphazard view of what has developed in art during the past fifty years.

"Experience has shown that the best way of giving to modern art a fair presentation is to establish a gallery devoted frankly to the works of artists who most truly reflect the taste, feeling, and tendencies of the day. The Louvre, the National Gallery of

England, and the Kaiser Friedrich Museum, to mention only three national museums, follow a policy similar to that of our Metropolitan. But they are comparatively free of criticism because there are in Paris, London, and Berlin—in addition to and distinct from these great historical collections—museums devoted entirely to the exhibition of modern art. There can be no rivalry between these institutions because they supplement each other and are at times in close cooperation.

"The Museum of Modern Art will in no way conflict with the Metropolitan Museum of Art, but will seek rather to supplement the older institution. The younger Museum will have many functions. First of all it will attempt ultimately to establish a very fine collection of the immediate ancestors, American and European, of the modern movement; artists whose paintings are still too controversial for universal acceptance. This collec-

overnight. A suitable building, a trained staff, as well as notable collections, will eventually be needed—and none of these can be had immediately. The present galleries will house as many as six or seven major and, perhaps, a dozen minor exhibitions during each year."

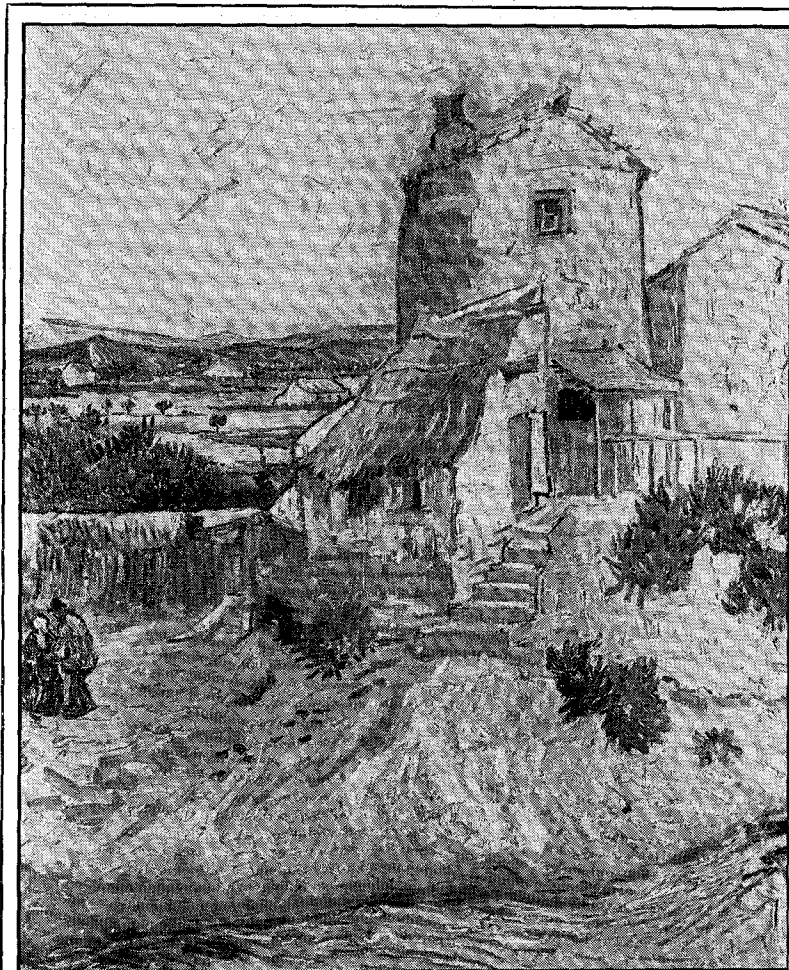
"OH, PIONEER; OH, STOKOWSKI!"

IN SPITE OF HISSES, Mr. Stokowski proposes to play Schoenberg, or any other modern composer he pleases, and you can take it or leave it. So he told his recent New York audience for the Philadelphia Orchestra series. Tho it sounded very much like an old-time phrase of "the public be damned," no one was seen to take offense and leave the Carnegie Hall. When he does not offend by bringing in the ultra-moderns, the "golden-haired conductor" of the Philadelphia Orchestra vivifies the old masters too signally to make any of his hearers forego that much privilege. So he "urged his hearers to broaden their tolerance toward present-day music, for, he said, he intends to play the best of it, together with the greatest music of the past, as long as he has strength enough to wave a baton."

The Outlook and Independent (New York), reporting him, joins with many of the daily papers in not applauding the apparent high-handedness of this public servant:

"Oh, pioneer? Say, rather, oh, Stokowski. The brave, bold, pronouncement would be braver and bolder, were there not several other outstanding conductors who sensibly mix modernism into their programs, precisely as Stokowski does, but with less fuss about it. Truth is, Stokowski dearly loves his little sensation. Three years ago, to rebuke late comers, he played an entire program with members of his orchestra straggling on and off the platform. The following year he elected to conduct in a darkened hall, with a single amber light above his shapely head. This season, ticket-holders who arrive late must wait forty-five minutes in the lobby and enter after the intermission. Stokowski, spoiled darling of Philadelphia and New York society, and one of the finest conductors in the world, knows that, should he choose to play his score backwards and conduct from a tight-rope, tickets to his concerts would still be as rubies.

"A hiss, when all is said and done, what is it? Hissing is a custom in good and regular standing in musical audiences both here and abroad; the Schoenberg work was heartily hissed in music-loving Germany. Moreover, hissing indicates that to some extent there still survives that capacity for indignation, which, according to Heywood Broun, America so woefully lacks. Stokowski presumably gives weight to expressions of approval. Why should he not give weight to expressions of disapproval, provided they come after, and not during, the music?"



VAN GOGH'S "THE HOUSE OF THE CRAU"

"His landscapes, even when they represent cultivated fields and friendly localities, startle by a stark reality beyond anything which most of us ever perceive in our familiar surroundings"—Abbot's "The Great Painters." The picture is loaned from a private collection to the Modern Art Museum.

tion will be formed by gifts, bequests, purchase, and perhaps by semi-permanent loans.

"The Museum galleries will display carefully chosen permanent collections of the most important living masters, especially those of France and the United States, tho there will eventually be representative groups from England, Germany, Italy, Mexico, and other countries. Through such collections American students, artists, and the more general public can gain a consistent idea of what is going on in America and the rest of the world—an important step in contemporary art education. Likewise, and this is also important, visiting foreigners can be shown a collection which would fairly represent our own accomplishment in art. This is quite impossible at the present time.

"In time the Museum will expand beyond the limits of painting and sculpture in order to include departments devoted to drawings, prints, and other phases of modern art. In addition to the Museum's permanent collections, space will be set aside for great and, it is hoped, constantly recurring loan exhibitions, both national and international.

"But even the beginnings of such a museum are not created

THE COVER—The pious lady shown on the cover is obviously reading the Bible. It is there that she seeks the light, and the reality of her search is nicely suggested by the reflected lights shown on her face and bosom. Rembrandt is obviously the inspiration of Mr. Bisschop, tho one would not claim that he approaches close to the great master. In Meyer's *Lexikon* (Leipzig) the painter's name is given as Christoffel Bischop, but as Mr. Seemann, from whom we secured the reproduction, gives his name as it stands on the cover, Bisschop, we conclude there are variations in the spelling between the German and the Dutch. Mr. Bisschop was a Hollander, born April 22, 1828, at Leewarden, and died at The Hague in 1904. He studied in Paris under Gleyre and Comte. Later he changed his allegiance to the school of Dutch masters of the seventeenth century, Rembrandt and Pieter de Hooch. The motifs for many of his pictures he derived from Dutch folk-lore.

NOT QUITE SO "ROMANTIC" AS SHERRIFF

GETTING RICH QUICK in the theater is not confined to Mr. Sherriff, whose "romantic" story may be read on the next page. English eyes are also dazzled by Jed Harris, the American producer, who is reputed to have quit the theater with a million in profits to his comfort. Hannen Swaffer, the critic of *The Daily Express* who got himself slapped in the name of America by an actress whose American voice he saw fit to criticize, shows that he does not carry his American phobia to the limit of paying no tribute to American success. Mr. Harris, he tells us, with other things besides, has made his million in the last four years. Those of us who remember his feats with "Broadway," "The Front Page," and "The Royal Family," will be interested in the filling in of Mr. Harris's life story:

"Jed Harris, the American whose stage romance equals in unusualness that of R. C. Sherriff, the author of 'Journey's End,' has retired from the theater at the age of thirty, more or less a millionaire. He has made it all in the last four years!

"Not long after the war he came to London, stoking coal for his Atlantic passage, walked round the streets, slept on the Embankment, and then went home a stowaway. He told me this, when coming back to London to produce 'Broadway.' He was already a rich man.

"Harris, whose name was Horowitz, was born in Newark of a large Jewish family, and then, after the usual elementary schooling, went to Yale, where, for two years, he read history nearly all day, and then left and became a hobo, or, as we call it, a tramp. He worked his way from New Haven to Denver, and there, after many adventures, met a man who wanted to get out a weekly paper devoted to the arts.

"Buy me some clothes," said Harris, "and I will be the editor."

"After four months, however, he went back to New York in the same way he had gone West. He got to Albany on the top of trains, and then persuaded a man to give him a ride to New York.

"Then, working for the Shuberts, and getting sick of it, he came to Europe to see the world, sometimes penniless."

The sequel is recent theatrical history, but previously unwritten:

"Suddenly, getting a few thousand dollars, he produced 'Love 'Em and Leave 'Em,' which is a new American idea of romance. Altho this was only partly successful, he then found 'Broadway,' which changed the form of melodrama, and made it the greatest success for years. Then he produced 'Coquette,' 'The Royal Family,' which burlesqued the Barrymores, and 'The Front Page,' all New York sensations. The older managers squirmed. The 'boy' made them look like jokes.

"When he was only twenty-eight Harris had seven productions running at once, and his income was over £8,000 a week. He made more money than any other manager in New York.

"Then he had plans for a repertory company with Ina Claire, Holbrook Blinn, and Ruth Gordon. Blinn died, and when two plays in which he planned to present Miss Claire and Miss Gordon did not pan out when tried out, he closed them before bringing them to New York—and got out of the theater.

"Other men have made a million out of the theater, but nobody in so short a time. His secret was that he loved the theater and did not try to make money out of it, but just could not help producing.

"His last trouble, by the way, was a row with Equity. When he had 'Coquette' on tour in California, Helen Hayes withdrew from the cast, saying, 'I am going to have a baby.'

"Harris closed the play without notice, and then claimed that it was an 'act of God.'

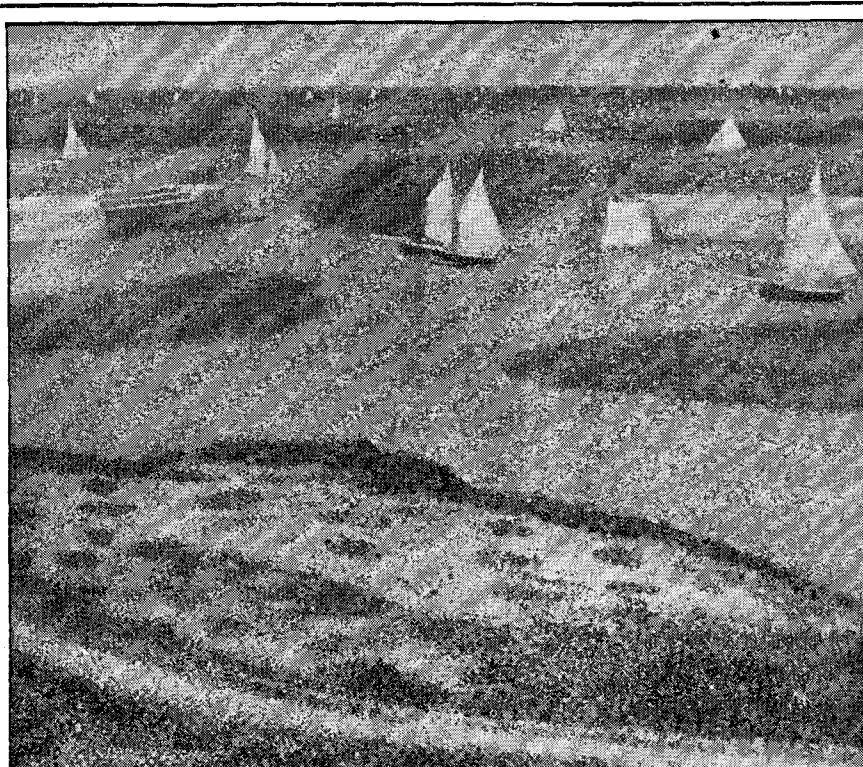
"This question, involving all the profundities of metaphysics,

faith and physiology,' remarked *Time*, 'might well give pause to any one, however learned. The answer "Yes" would surely affront countless atheists, agnostics. The answer "No" would just as surely anger multitudes of the pious.

"Yet the Equity Council had put before them the clause: 'The management is not responsible for fire, strikes, or an act of God,' and altho Harris declared it was an act of God, the out-of-work actors said it was no such thing.'

"Equity arbitrators seriously discuss this matter, but, appalled by the cosmic dimensions of their dilemma, they adjourned wordless. A week later they announced: 'Nothing in the contracts prevented Mr. Harris from employing a substitute for Miss Hayes. He must pay the actors two weeks' salary.'

"Then Harris retired, forever."



SEURAT'S "PORT-EN-BESSIN"

The Seurat "had a manner rather than a style," says Royal Cortissoz of *The Herald Tribune*, "he wins admiration for the delicate opalescence of his schemes."

"I LAUGH AT MY FUNERAL"—So the woman who played *Shylock* in London, reported by us October 26, is reported to have exclaimed over her failure. London would have but one week of it, and Lucille La Verne has learned something about London's squeamishness over the "American accent." The London *Daily Express* reports her confidences:

"She has lost all her money in 'The Merchant of Venice,' and is going home. 'I feel like a spoilt child who has been spanked and sent home.'

"What a sport she is, this actress with the mobile mouth and expressive eyes. No *Shylock* about her now. She felt like a schoolgirl plucked in her exam, and after the first twinge of mortification, taking it all as a real joke. She had packed her gabardine for America, and was a happy, kindly woman in a beige dress and a double row of pearls.

"My accent!" she said. 'The critics didn't like it.' Yet they stand Shakespeare with the Russian accent. They stood Moscovitch. They have accepted Shakespeare with French, German—any accent except American. We Americans are the only people with accents that are banned. Yet in this country they have scores of accents.'

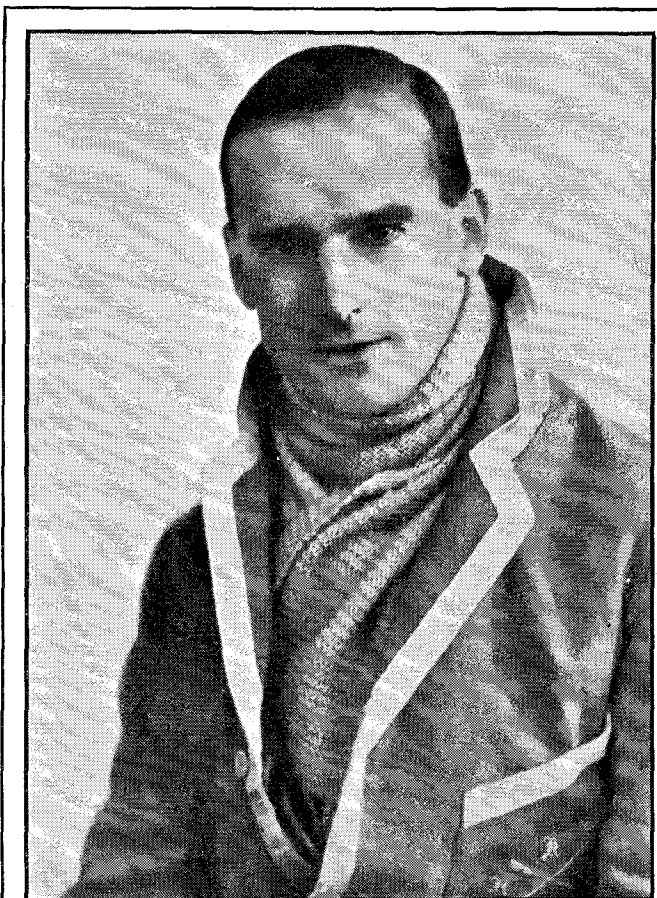
"I've nothing against the critics. They were mighty good to me in 1925-26, when I played in "Sun-Up." So they were in 1906, when I came over with William Gillette. They put the first stamp of success on me.

"I smoked a pipe in "Sun-Up" for two and a half hours. But there is something worse than smoking a pipe—whiskers.

"Oh, those *Shylock* whiskers! How they hide identity. Your face can become anything, with whiskers."

WRITE A PLAY AND GROW RICH ROMANTICALLY

SUDDEN WEALTH comes to a young Englishman. He writes a play for the Kingston Rowing Club; sets down his lines on scraps of paper as he walks along the shore at Selsey, and after London managers have turned it down scornfully, it goes all over the world. Thus, beyond any expectation he acquires wealth, and the London *Evening Standard* finds the manner of it "romantic," because it has "no damned nonsense of merit" involved in it. The author of "Journey's End" thus becomes as romantic a figure as the hero of "Monte Cristo." Mr. Sherriff even goes *Monte Cristo* one better, for his newly acquired riches are accompanied by fame "not pains-



THE OARSMAN

R. C. Sherriff, who found the pot of gold at his "Journey's End."

takingly earned, but which may be said to have been deserved." His play is making its impression in London, New York, Paris, Berlin, Stockholm, and record doesn't say where else. So much has been written about it since it opened months ago in New York that it seems needless to say it is the British war-play supreme. Since war-plays follow a general similar trend, the story in this case is almost more that of the author, and *The Evening Standard* devotes a long editorial to him:

"There is the romance of the 'best-seller,' of the book or play which its author could not but write, even were it to leave him out of pocket for stationery, but which does, in fact, suddenly and astonishingly make him a wealthy and celebrated man.

"Several recent examples of this linger in the mind, and the latest of them is Mr. R. C. Sherriff's 'Journey's End,' the most romantic of all. An obscure London clerk in an insurance office, strangely contented and unambitious, suddenly finds that the product of his spare-time hobby is hailed, not merely in his own country, but all over the world as a great play. He wrote it to please himself, because he had thoughts and feelings which demanded expression as the price of peace. And then thousands, perhaps millions of people, conspired to thrust fame and money upon him, more money than he had ever dreamt of, a fortune not

toilsomely earned but certainly deserved by the creation of a beautiful thing.

"Perhaps the glamour of such an occurrence is more obvious to those who witness it than to those who experience it. Certainly, to judge from confessions Mr. Sherriff has now made, it seems rather to have bewildered than to have uplifted him. He has lost, he says, the pleasure of saving up for small pleasures, and the pounds that pour into his banking account are strange pounds with which he has no tie of friendship.

"But, however this may be, the spectacle he presents to the world remains the same. He is a man whom fortune has condescended to reward. He made something beautiful, just for the joy of the making. Many do that in every generation: were there none to do so, humanity would cease to move forward. But on the brow of this man the ray of sunlight fell, and he is picked out for all of us to look at as an example of the truth of one of our dearest held beliefs, that it is better to be lucky than to be wise or, at any rate, conscientious.

"Wealth might even be a curse to Mr. Sherriff, instead of being, as it seems to be, merely a cause of bewilderment, and yet we should have to rejoice in the fact that it has come to him. He has been singled out to show us how fate can make a rescue from the routine, and the light of his success shines into many drab and unhappy places."

Mr. Hannen Swaffer, dramatic critic of the London *Daily Express*, reveals a gold tail to the new comet:

"Another romance of the week concerns Maurice Browne, who by great luck, got the rights of 'Journey's End.' He leaves on Saturday for Chicago, where, two years ago, he was running a little theater only two or three times the size of my study, one that caused little theaters to spring up all over America. He then came to London, almost unknown in his own country. He goes back to Chicago a prosperous man, for 'Journey's End' has made his fortune. In Chicago, he will see the second American company open, and also discuss what he will contribute in the way of ideas to the theatrical section of the Chicago World's Fair of 1933."

A personal glimpse of Mr. Sherriff, and, incidentally, G. B. Shaw, is given in the London *Morning Post's* report of the dramatist's speech at the luncheon given by the Critics' Circle:

"Mr. Sherriff confest that this was the first time he had had the opportunity of meeting Mr. Shaw. He told how, a year or so ago, before the production of 'Journey's End' had made his name known, he was advised to send a copy of the play to Mr. Shaw.

"He sat up till the early morning several nights in succession typing the play out. Seeing from the illustrated papers that Mr. Shaw was sea-and-sun bathing in the south of France he sent it there, with an inside cover readdress to himself, and as many French stamps as he could get fixt to this as a suggestion for the play's return.

"From that day forward he followed Mr. Shaw's adventures with anxious interest. On seeing that Mr. Shaw had left for Switzerland some time after, he gave up all hope of seeing his play again.

"One morning, however, he came down more than usually deprest, to find on his table a package that looked like his play—which indeed it was. Inside were the French stamps, carefully steamed off for further use, if necessary, and a long letter from Mr. Shaw, in his own hand, giving him invaluable advice about the play.

"This letter, Mr. Sherriff confest, he did not intend either to publish or to sell. It was far too precious. It contained a somewhat enigmatic suggestion that 'there was no need to burn his house to roast his dinner.'

"By this Mr. Shaw appeared to have meant, Mr. Sherriff explained afterward, that quite a number of successful plays might have been made out of the material which had been concentrated into 'Journey's End,' the stern reticences of which seemed at that time not likely to promote its success. Happily, thanks to the instant perception of the critics first and the public afterwards, Mr. Shaw's fear proved needless, and many thousand dinners could probably be roasted on the proceeds."

Produced in Berlin, the chief organ of the Fascists and militarists starts an enthusiastic notice with the words, "Hats off to this Englishman, who has written the cleanest war piece that has so far appeared on a German stage." And the writer goes on to urge that "the German pacifists should go to this piece in a body."

RELIGION AND SOCIAL SERVICE

CAN ANY GOOD COME OUT OF NEW YORK?

SO OFTEN DESCRIBED as the modern Babylon, where every crime in the category of sin is committed and vice finds an open market, New York, as seen by one of its hard-working ministers, is actually a city where religion is making persistent and steady headway, and the home of more religious organizations influencing the world for good than any other city on the globe. Her history is not merely a matter of court calendars, speak-easies, night clubs, and dens of vice, as the story of the Rev. Lyman P. Powell in *The Review of Reviews* goes to show. His church is St. Margaret's in the Bronx, standing, he tells us, where cross several ways of life, more bohemian possibly than London or Paris. For those who have taken their picture of the Bronx from Vina Delmar's "Bad Girl," it may be well to look at this other before rendering final judgment. We cull a few paragraphs describing the work of St. Margaret's by way of illustration. Its influence, the rector tells us, goes beyond any boundary set by creed—Jew, Roman Catholic, as well as Protestant, are its helpful friends. At the altar rail one Sunday morning, we read, ten races knelt together side by side, and when the service ended they stayed on in the church vestibule and parish house and got acquainted. Mr. Powell is convinced that pastoral work is much needed in the Church, and, he recalls:

"Sometimes St. Margaret's rector heads up a procession of young friends who volunteer to visit with him, as he makes his way all over the Bronx—one day walking and subwaying fifty-seven miles to pay ten calls. Once the procession was so large that special chairs had to be brought into the front room to seat us all, and even then a little Jewish girl was left out. She had halted the long line with the question: 'Mister, can I go to your Sunday-school?' and had received the unproselyting answer: 'Ask your parents.' 'I have asked them,' she replied; 'and they say you are a Gentile, and they are Jews. Mister, am I a Jew?'"

"The world goes far and wide when any church takes seriously its responsibility for its every member. The rector of St. Margaret's has at his side a deaconess who not merely is efficient in her own way but also supplements and generously reenforces the rector. Between us no case ever seems beyond reach and disposition. Jew and Romanist—too often for their good unattached—turn our way instinctively when they have need of friends, and we never proselyte.

"In fact, sometimes they have been assisted to reattach themselves where they belong. I have prayed with a dying Jew, and amid the dim light of burial candles read the last offices over a Catholic woman with her beads folded on her breast. A lovely girl, newly confirmed with us, was launched into a successful career in vaudeville; and at her request, on the anxious opening night, we prayed in church that her 'act might go over.'

"Like Fred Stone and Heywood Broun, we believe in prayer. We find prayer self-authenticating. The deaconess is our expert. We all trail after her, and she trails the Beatitudes along. My prayer group now numbers forty, praying daily that we may 'have a right judgment in all things.' . . .

"We are opportunists, too. Last spring the rector baptized a Chinese baby and his Chinese father. Then at once he got acquainted with the family. He found they were from Honolulu, where they had been active in church work. He planned with them a service in Chinese for the Chinese in New York, and the organization of Chinese in classes for learning English. This one family, father, mother, twelve children, and some in-laws, are the nucleus of our Chinese work; and when all the members of the family arrive, they will furnish both the staff of helpers and the core of the Chinese congregation.

"Everybody helps. The National Council and the City Mission are our unfailing friends. The Boy Scout-master is a high-minded Christian Scientist. The choirmaster is a Presbyterian. The Social Club, as well as Sunday-school, now spilling over even into the church vestibule, includes Romanists, Jews, Protestants of every sort; and because the pulpit never 'knocks,' more and more at St. Margaret's the Apostolic statement becomes true: 'The Lord added to the Church daily such as should be saved.'"

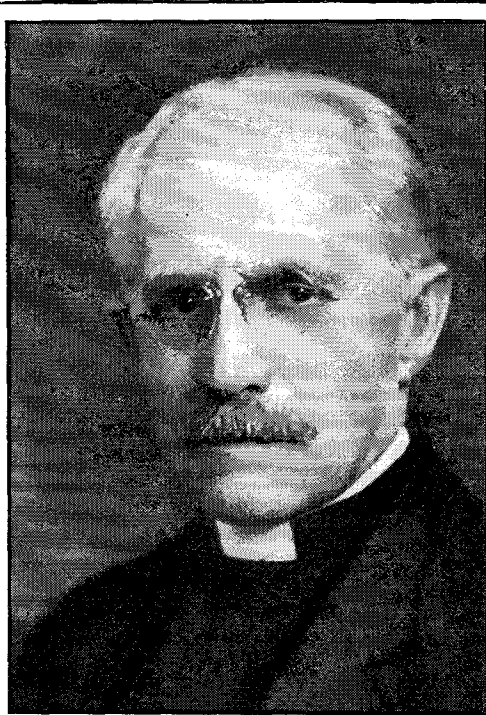
But what about other churches—"more important," says Mr. Powell—in New York? Church life in the metropolis, he asserts, is stronger now than ever, and he tells us:

"With Fosdick, Cadman, Poling, Sockman, Norwood, Bowie, in the pulpit, New York preaching is at its best. Only weaklings and grafters go to the wall. Submitting to the same conditions business and industry face and win out, churches here and there are fighting through to success. The story of the struggle for survival has at last been dug up by the Institute of Social and Religious Research. In their numerous publications the safe course is plotted so that any church of high adventure can find the way which led the Apostolic Church out of Palestine. Dr. H. Paul Douglass and Dr. Charles H. Sears, above all others, have pointed out that the

churches which learn that new occasions teach new duties do survive the stress and storm of city life, and go on singing with Shelley's star: 'I change, but I can not die.'

"They still minister to the deeper needs of men. Still they solemnize marriage. Still they sprinkle the new-born with the drops of the bright new birth. Through the adolescent crises they carry many. They furnish mating an atmosphere more wholesome than the movie and dance-hall. They advise in choosing a vocation, and often assist in placing the aspirant where there is at least an even break. In sickness they stand by in sympathy and prayer. In misfortune they cheer and encourage. In grief they comfort. And theirs is the last word when, in the inevitable end, dust mingles with the dust.

"No matter how opinions based more on speculation than on ordered observation fluctuate about the churches of New York, the indisputable truth is, as Dr. Douglass recently observed, that 'Collectively, the churches constitute one of the greatest forces making for the helpful adjustment of people to city life. They are the primary schools of cooperation in urban groups, for strangers and newcomers. The foreigner is helped to pass the barriers of social separation. The transient is bidden hail as well as farewell. People of rural origins—who make up one-half of the membership of the typical city churches—get their urbanization under the protection of Christian fellowship. Many people on many sides of their lives are touched by the Church, and in it are



Champlain Studios

NEW YORK NOT A MODERN BABYLON

Dr. Lyman P. Powell, rector of St. Margaret's Church in the Bronx, asserts that New York "is the working laboratory of more churches and of more organizations for rendering service inspired by Christianity than any other city in the world."

welcomed when they return from far wanderings either of the feet or of the spirit. These are no mean values. They make up the bulk of the Church's contribution to the city."

Proofs appear on every side, says Mr. Powell. The American Bible Society, he tells us, has sent out from New York 194,063,757 Bibles in its long career. Both the Y. M. C. A. and the Y. W. C. A. have functioned from New York throughout the world. The Church Pension Fund has its office here, and a new cathedral is rising to spiritualize the skyline. Again:

"While the Greater New York Federation of Churches has been multiplying its activities, the Federal Council of Churches with New York as its base has been both ranging round the world and bringing the day nearer when sectarian separatism is to be no more. Learning from our own national history that federal union logically precedes organic unity, the Federal Council, representing twenty-eight denominations, with a membership of 22,010,312 members, is leading on through ripening fellowship to the normal yearning for what lies beyond.

"The mightiest make-weight in the religious world to-day for sensible evangelism, industrial improvement, constructive building up of peace and justice among nations, and even the betterment of the stage, the movie, and the talkie, the Federal Council has at last enlisted the radio in its high service. Under the general supervision of Dr. Charles S. Macfarland, and through the cooperative courtesy of the National Broadcasting Company, the six outstanding radio preachers of the world now speak from New York over a network of more than fifty stations to millions not merely in the United States but in lands contiguous—and even far-off Africa—their everlasting gospel, good for people of all sorts, of peace on earth, good-will to men.

"New York has its own religious life. New York is the working laboratory of more churches and of more organizations for rendering service inspired by Christianity than any other city in the world. New York through its countless organizations, here financed and here directed, helps the entire world to peace and health, to love and happiness.

"On a cuneiform fragment from one of the lowest strata of the ruins of Babylon appears the comment: 'Alas! Alas! Times are not what they were!'

"In New York to-day times are better than they ever were, and religion has largely contributed to make them better."

IS OUR FLAG AN EMBLEM OF WAR?—The display of the American flag in the public schools, says Bishop Paul Jones, of the Episcopal diocese of southern Ohio, is a "dangerous fetish worship which promises thoughts of war among school children." The Bishop was delivering a Navy Day address in Boston, and, as he is further quoted in press reports, he told his audience that this country has two religions—nationalism and the faith taught of the Church, and that "it is impossible for a man to worship at both altars." But some of the critics of this man of peace hold views quite to the contrary. They see in the flag an emblem of peace and hope, rather than an emblem of war. It is not, comments the *Boston Post*, primarily a symbol of a nation in arms. Rather it suggests peace and law and order: "It stands sentinel above our schools, and we venture to say that not one scholar in one hundred, when his eye catches the banner of his country, thinks of war at all. The world over, it speaks not of aggression and physical power, but of a moral strength that, nevertheless, is not to be trifled with." It may be a long time before any nation becomes a State in the League of Nations, or some other world organization, observes the *Worcester Telegram*.

"But internationalism is gaining. To an ever-growing degree the nations are cooperating and agreeing about various things. To an ever-lessening degree they are going their own ways in disregard of the wishes and opinions of others. If progress continues, there will be far less nationalism in the world than there is now. Then the flag will not mean quite so much as it does now. The change is inevitable, if world peace really becomes secure, if there is end of the need of fighting and sacrificing life for the nation's triumph in battle.

"But in the meantime the cause of world peace will not be advanced by sneers at the flag. Loyalty to all nations will not be promoted by ridiculing loyalty to one nation."

IF THERE IS NO GOD

SOVIET RUSSIA HAS CARRIED ITS CAMPAIGN against God into the field of education, for news dispatches tell us that an anti-religious university, said to be the first in the world, has been established in Leningrad. The university opened on the anniversary of the death of Stepanoff Skvortsoff, noted atheist, for whom the school was named. Meanwhile, asks the *Chicago Journal of Commerce*, what of Stepanoff Skvortsoff, and, with classic reference, goes on:

"Meanwhile," said Sir Thomas Browne in discussing a similar matter, 'Epicurus lies deep in Dante's hell, wherein we meet with tombs enclosing souls which denied their immortalities.' But it is not so deep, after all; it is Limbo, the outermost circle of the Inferno, and its inhabitants experience desire without hope, but are not otherwise unhappy. Limbo, however, is for the 'virtuous heathens' of pre-Christian days, who lived, as Browne remarked, 'in that disadvantage of time, when men could say little for futurity, but from reason, whereby the noblest minds fell often upon doubtful deaths, and melancholy dissolutions.' For Stepanoff Skvortsoff there is no such extenuation; the light was held out to him, and he denied it; if he is in hell, it is in a far deeper part than Epicurus and Homer and Horace and Ovid and Lucan inhabit. Sunk in his punishment, he is perhaps conscious that far above him, on the surface of the earth, in Leningrad that was once Petrograd, 300 students have matriculated at a university which is dedicated to the proposition that Stepanoff Skvortsoff exists no more, in any form or spirit.

"If they are right, if there is no God or heaven or purgatory or hell, and Epicurus and Stepanoff Skvortsoff are both as extinct as General Custer's horse, how shall Stepanoff Skvortsoff plume himself on his posthumous glory? Little does it profit him that the anti-religious university in Leningrad is the Stepanoff Skvortsoff University. And do the '300 students, forty-seven of them women,' who drink eagerly at the Skvortsoffian spring, derive a mighty advantage from contemplation of the honor paid to the inanimate matter that was once Stepanoff Skvortsoff? Do they reflect that if with superlative zeal they diffuse the gospel of anti-religion, for them too there may some day be erected an anti-religious university, honoring their dead and meaningless bones along with those of Stepanoff Skvortsoff and Stepanoff Skvortsoff's dog?"

Surely, says *The Western Christian Advocate* (Methodist), these students "are dominated by an intellectual blindness that can not be interpreted in any other way than that of obsession."

JEWISH MERCY FOR ARAB MURDERERS—Some of the Arabs charged with the murder of Jews during the August outbreaks in Palestine have been sentenced to death, but there are those among the Jewish survivors who would ask that not justice but mercy be meted out to their persecutors. According to the *Jüdische Rundschau*, official organ in Berlin of the German Zionist Federation, the Jewish Agency for Palestine is considering petitioning the Palestinian Government that the death sentences pronounced on Arabs for participating in the Jewish massacres be not put into effect. A minority is opposed to this act of generosity on the ground that an example should be made of these guilty Arabs. But, comments *The American Hebrew* (New York):

"Jews do not seek vengeance, despite the opinion commonly held in certain quarters that the God of the Jews is a God of vengeance. We repudiated this concept of God and religion since the days when Joshua established the cities of refuge, and have entirely outgrown it since the days of the Bible prophets. The Lord, the Lord God, as it is written, is merciful and gracious, long-suffering and abundant in goodness, forgiving iniquity and transgression and sin. We believe that the contemplated petition to the Palestinian Government will disarm even the Arab protagonists. Upon the Arab population it will have an electric effect. To all the world it will bear witness that the Jews in Palestine mean peace and tranquillity, and the brotherhood of understanding without which the Holy Land can not be rebuilt and rehabilitated. We stand with the majority proponents of the ennobling suggestion, and trust that the counsel of forgiveness, mercy, and loving-kindness will prevail."

WHEN OUR FATHERS WERE WICKED YOUTHS

TALK ABOUT JUVENILE DELINQUENCY TO-DAY!

In the middle of last century juvenile crime flourished in New York and London to a degree that would be appalling even to our own Jeremiahs. One investigation disclosed that at one time 6,000 boys, trained and proficient in stealing, were colonized in 200 "flash houses" in London alone. In 1854 approximately 14,000 boys served time in various prisons of England and Wales. Of these, 60 per cent. were between the ages of fourteen and seventeen; 46 per cent. had been convicted more than once; 18 per cent. had been convicted four times or more. Its juvenile crime was the most loathsome detail of the Five Points of New York. With that terrible reminder, the New York *Sun* slashes out at those prophets of disaster who have been hammering at the younger generation ever since the older generation went blind about its own faults during the years immediately following the war. It is refreshing, therefore, it says, to hear a defense of the younger generation from Bishop Herbert Shipman of New York, who, in a recent address at the Cathedral of St. John the Divine, said that the youngsters born into the present time are about the same as those in all preceding generations. But, he pointed out, as *The Sun* quotes him, they have been "catapulted into conditions vastly and tragically different, without the example that the older generations had at their inception." He is inclined to think that blame for the conditions so loudly complained of now rests mainly upon the elders instead of the youngsters. Grateful for this change of tone, *The Sun* notes that the prophets of evil seldom give text, chapter, and verse. By way of illustration it quotes this from an article in *The United States Daily* by George W. Rosenlof, Director of Secondary Training and Teachers' Training of Nebraska:

"We are informed that the average age of criminals is tending to become lower. Writers are now speaking in terms of increased juvenile delinquency. Our youth will commit crime when tempted to do so. That dishonesty is prevalent among our young people is evidenced by the fact that the United States Chamber of Commerce is expending a considerable sum of money to finance a bureau, which has for its specific function the stimulation of training in honesty."

"'We are informed!'" exclaims *The Sun*. "Informed by whom? Informed in what manner? When have writers not spoken, and in the same general tenor, from the days of Jeremiah on down?" There is no dependable information to show that juvenile delinquency is increasing, asserts *The Sun*. "It is true that more misdeeds of children are now considered delinquencies; that policemen are more numerous than ever before; that police and children's courts take cognizance of innumerable offenses that once were left to parental correction."

"But there is lack of proof that the average age of the criminal is lower now that it was twenty, forty, fifty, or a hundred years ago. If Mr. Rosenlof possesses dependable statistics on the subject, he would perform a greater service by citing them than he does in handing out unsupported and lugubrious generalities. It is undeniable that youths commit relatively the greater number of serious crimes, but it has always been so."

"Each preceding age appears to have had its own pessimists, all equally sure that the rising generation was headed for the bottomless pit, and already well down the slope toward its depths. In 1902 the great worry was not only about children, but about women as well. The 'International Year Book' for that year comments upon the fact that women were committing suicide in much greater numbers than were men."

"No well-informed person will deny that there is lawlessness among the youngsters of to-day, or will fail to give full sympathy to every intelligent effort to make conditions better than they are. But the facts of history are with Bishop Shipman. Before we despair of our own boys and girls, somebody will be required to demonstrate by facts and figures that, *mutatis mutandis*, they are worse than were the boys and girls of other days."

"Y" SWIMMING ON SUNDAY

HAVE THE BOYS WHO CAMPED during the summer under the banner of the Y. M. C. A. returned home as healthy young heathens? The question is raised by the Rev. Henry Meisier, who brought before the recent Long Island Diocesan Conference of the Episcopal Church the accusation that the Y. M. C. A. and Boy Scouts' summer camps were so conducted as to subject the boys to "pagan influence." As he is quoted in the New York *Herald Tribune*, Mr. Meisier charged that "each camp gives emphasis to the latest fad, a careful pandering to the spirit of amusement and sport, to the pagan spirit now so rampant, to the view-point and outlook of the physical alone."

Some thousands of boys the country over attended "Y" and Scout camps during the summer, and will return to them when the sun rides north of the equator again. Parents, then, whether they have heard of Mr. Meisier's accusation or not, may be interested in the retorts from the camps of both associations. Says E. A. Hungerford, associate secretary of the New York Y. M. C. A., as he is quoted in *The Herald Tribune*: "The Sunday program in these camps includes a religious service which is held in the forenoon, usually out-of-doors, with the meeting address by some recognized religious leader. No restrictions of the day, however, are such as to make it one to which the boys look forward with dread. The activities which are conducted are planned to be in keeping with the purpose and spirit of the Sabbath and at the same time enjoyable." Boys are permitted to swim on Sunday. No formal daily religious program is followed, says Mr. Hungerford; but grace is sung at meals, and Bible reading is customary in the evening in the bungalows, which house seven boys and a leader. James E. West, chief Scout executive of the Boy Scouts of America, is quick on the return. As he is quoted in the same paper, he retorts:

"It is true that summer camping is now a big business, and inevitably there is basis for criticism concerning some camps. The charges of pagan influence involving the Boy Scouts of America, or indeed, if I may be permitted to say so, the Young Men's Christian Association, or the great majority of private camps, are, in my judgment, unwarranted and unfair."

"The Boy Scouts of America last summer had approximately 2,000 different camps, attended by approximately 300,000 boys. While we are occasionally disappointed in our local leadership, generally speaking these camps were conducted in harmony with the spirit and purpose of the Scout oath and law, promoting consideration and service for others, and in accordance with the twelfth Scout law, which reads as follows:

"A Scout is reverent. He is reverent toward God. He is faithful in his religious duties, and respects the convictions of others in matters of custom and religion."

"The Scoutmasters and other leaders are for the most part active church members, and selected by and responsible to their various churches."

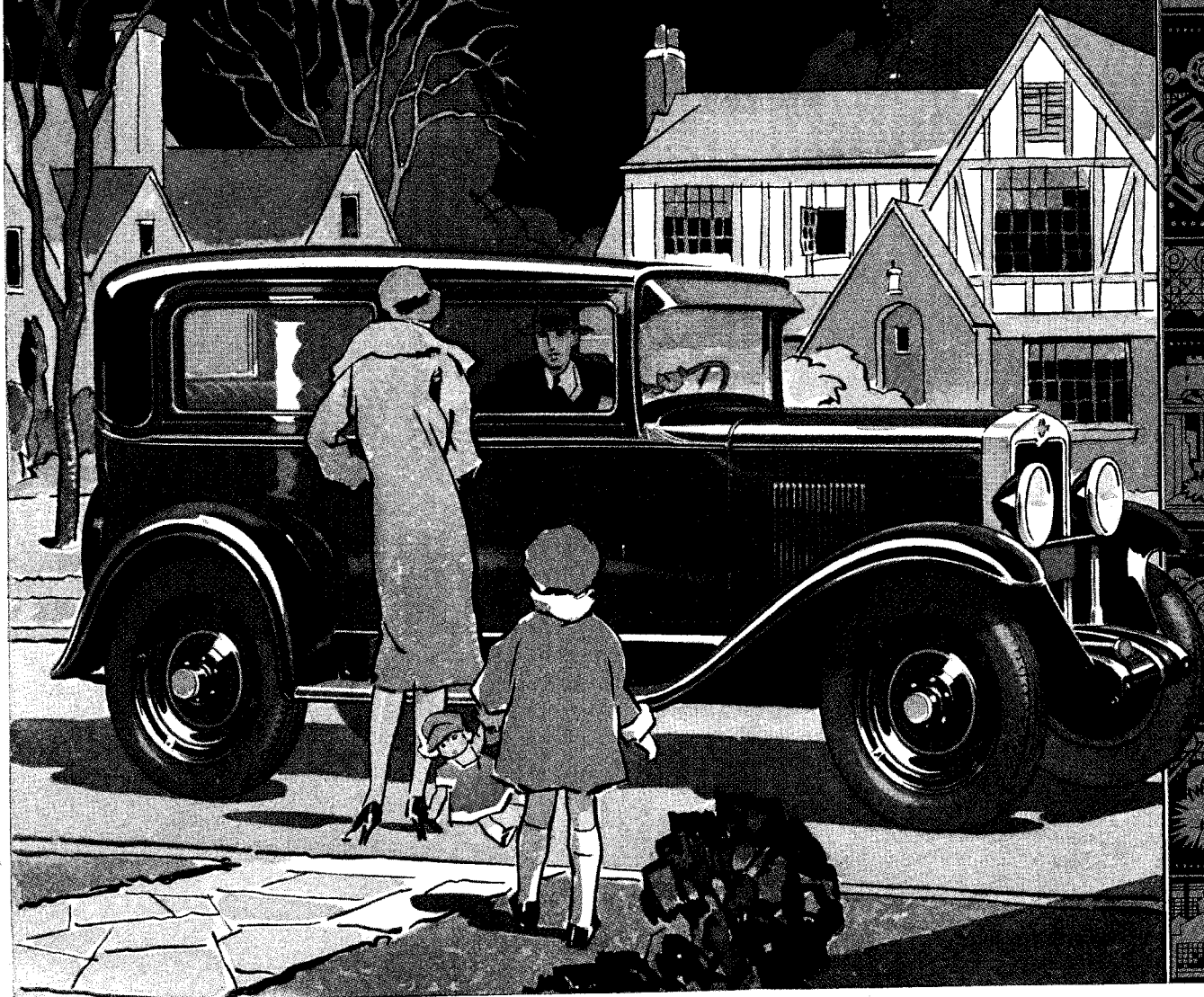
"In all camps, especially the larger ones, particular care is taken to make possible the observance of the twelfth Scout law. In many camps special services are provided for Catholics and Hebrews as well as Protestants, and quite often Catholic priests and Hebrew rabbis, as well as Protestant clergymen, live in the camps with the boys."

"The Boy Scouts of America considers its camping program as a special opportunity for the further development of the boys' interest in religious life."

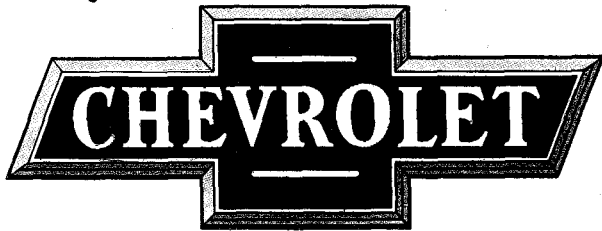
Few Christian parents, comments the *Providence Journal*, will agree with the idea that it is paganistic to modify the rigors of the old-time Puritan Sabbath. "If there is an emphasis on the physical in Y. M. C. A. and Boy Scout camps, it is to carry out a wholesome and admirable purpose. What is the main object of camp life, anyway?" And, says *The Journal*: "The general work of the Y. M. C. A. is so well known that it should be unnecessary to emphasize the fact that religious observances are not slighted in summer camps conducted under its auspices. The obligations of Boy Scout membership also entail due reverence in matters of religion."

In Design
In Materials
In Workmanship

Built to
the Highest
Standards



for Economical Transportation



THE NEW CHEVROLET is more than just a Six in the price range of the four. It is a Six of *highest quality*—built throughout to the finest standards in design, in materials and in workmanship.

The Chevrolet engineering staff spent over four years in the development of this remarkable car, with the many scientists in the General Motors Research Laboratories . . . skilled in every phase of motor car designing . . . contributing their specialized knowledge.

During all this time, exhaustive tests were being made at the General Motors Proving Ground. All in all, Chevrolet test cars ran more than a million miles on the Proving Ground roads before the final design was accepted.

The result is exactly what you'd expect: *a six-cylinder car soundly designed and built to the highest manufacturing standards!*

Consider materials. Because of its great volume and vast purchasing power, Chevrolet naturally commands the finest available sources of supply. But, in addition to buying from the finest markets, Chevrolet has set up its individual quality requirements.

Metal intended for motor blocks must

pass nine rigid scientific tests before Chevrolet will accept it; spring steel must pass nine tests; rear axle steel, seven; and upholstery materials, seven.

And, remember, these tests are for materials only. Taken altogether, there are nine thousand inspections during the production and assembly of a Chevrolet Six!

Again, the result is exactly what you'd expect—*quality in material and workmanship that assures years of dependable and satisfactory service!*

You owe it to yourself to see and drive this sensational automobile—for it will give you an entirely new idea as to what the buyer of a low-priced car can now expect for his money.

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN
Division of General Motors Corporation

The ROADSTER ..	\$525	The COACH	The IMPERIAL \$695
The PHAETON...	\$525		SEDAN.....
The COUPE.....	\$595	\$595	The SEDAN \$595
The SPORT COUPE	\$645		DELIVERY... \$400
The SEDAN.....	\$675	All prices f. o. b. factory Flint, Michigan	Light Delivery (Chassis only) ..
			1½ Ton Truck (Chassis only) ..
			1½ Ton Truck (Chassis with Cab) \$650

Consider the delivered price as well as the list (f. o. b.) price when comparing automobile values. Our dealers' delivered prices include only authorized charges for freight and delivery and the charge for any additional accessories or financing desired.

A SIX IN THE PRICE RANGE OF THE FOUR



CURRENT • POETRY

Unsolicited contributions to this department can not be returned

IN THE *Delineator* is a posthumous poem of Carman's that carries a slight flavor of the "Ancient Mariner," and an echo of the meters of "Songs from Vagabondia":

PASSING STRANGE

BY BLISS CARMAN

I walked upon the headland
With my friend one summer day,
When an unknown foreign schooner
Came stealing up the bay.

Her sails were light as moonshine,
Her hull was dark as night,
And silence fell between us
For wonder at the sight.

No name upon her quarter,
No flag at peak nor fore,
To tell her port or errand—
No friendly look she wore.

All day she tacked before us
Or lay to on the tide,
As if awaiting orders
From one who should decide.

And never a ship's bell sounded,
Never a voice rang out,
As she heeled before the wind-flaws
Or stood up to come about.

"Why, it is passing strange," I said.
"Aye, passing strange," said he.
And I could see that in his face
I did not like to see.

She did not come to anchor
Nor cross the restless bar,
But when the harbor twilight
Flashed out its evening star,

Without a hail at parting
Or any colors shown,
My friend had gone aboard her
For the Isles of the Unknown.

To remind us that pacts to guarantee the peace of nations are not merely the private affairs of statesmen, here is a poem which calls up the chorus of invisible signers. *Poetry* (Chicago):

THEY SIGN FOR PEACE

BY FLORIDA WATTS-SMYTH

The Peace Pact lies on the table.
The ink is not dry where statesmen have bent to sign it.

They have gone out, but the sound of many feet walking on the wind

Circles the house to find an entrance.

The scratching of pens continues,

Driven by invisible armies of the dead,

Driven by mothers of missing men,

By the starved children of war.

The wind that wheels about their footsteps has

blown the door back against the wall.

The armies of the world pass in and out.

The wounded lean upon the table to sign. Their

crutches drop with a clatter to the floor.

The fingers of the shell-shocked wander, crossing the smooth page.

The page lengthens day by day. Thro' the wide-open door

Flow the feet of those who sought forgetfulness in the noise of cities,

In the silence between the break of waves on dim coastlines of the world.

They have come back, remembering. They come to sign for peace.

The sound of many feet walks on the wind.

THERE is set here a problem: if love concerns the body and not the soul. In *The New Republic*:

BAD DREAM

BY STEPHEN VINCENT BENET

Out of the stroke, the change,
The body locked in its death
Like a stream locked in the ice,
The whiteness under the cheek,
The lips forever set
In the look that is always strange
Because we remember yet
How they spoke, how the mere breath
Was enough to make them speak.

I saw the soul arise,
Naked, shaped like a blade,
Free, inhuman and bright,
And where the body was laid
I saw it hover.
It had no need for eyes.
It had not forgotten the grief
The long pain and the brief,
The daybreak, the fall of night,
The touch of water and light.
These were over.

It was free. It would not return.
I saw its brightness spurn
Like the heel of a fugitive
The body it hung above,
The body which gave it birth—
It is this I cannot forgive.
It is thus they answer our love
When they are gone from the earth.

OUT of the three "Black Songs" by Mrs. Turner in *The Atlantic Monthly*, we venture on two, and delight in their humor:

OLD MISS POLECAT

BY NANCY BYRD TURNER

Old Miss Polecat switch down de road,
A-steppin' and a-mincin';
She don't look to right, she don't look to lef',
She keep straight on, sartain sure of herse'f—
An' she mighty cornvincin'.

Young Mr. Hound come a-spankin' along,
As brash as a b'ar;
He sniff at de wrong wind, a-turnin' de corner,
Don't see Miss Pole till he right smack on her,
Den—he jes' ain't dar!

Old Miss Polecat push down de road,
A-steppin' and a-mincin'.
She got grand manners when she feelin' mild;
But whedder she cyalm or whedder she riled,
She mighty cornvincin'!

BLACK CAT

BY NANCY BYRD TURNER

Don't never cross a road what a black cat cross—
'T ain't nothin' but sorrow, 't ain't nothin' but loss.

Brindle cat, spotted cat, dem's all right;
Safety in a yaller cat, blessin' in a white;
But de black cat ructious, wid a bristle in his tail,
He fotchin' for de Debble, and he better not fail.
De black cat travel wid his belly in de dus';
He gwine whar he gwine, and he gwine kase he mus'.

Black cat, black cat—when he cross yo' track,
No matter whar you gwine,
To a dippin' or a dyin',
No matter whar you hurryin',
To a marryin' or a buryin'—
You better turn back!

THIS is assuming that "God's Own Country" never loses its hold. Perhaps it doesn't; but turn about and ask our new patriates how the Old World clings to them. *Harper's* prints it:

EXPATRIATE

BY MARY BROWN ONSTOTT

All night he sits and plays at solitaire,
A king upon an ace and then a queen,
And sips a little wine his games between
Or strolls out on the balcony for air.
Without, the foreign chatter in the square;
Within, rich foreign silks of rose and green,
Venetian glass, old bronze, an Orient screen,
And for his cards a teakwood stand and chair.

And time has mellowed his calm, unlined face
But cannot quite conceal the look of dread
That comes upon him. . . . Black upon the red
And red upon the black, with easy grace
He plays his cards—and drives back in his brain
The thought of maple trees and snow in Maine.

THOSE who think acting a business, and the actor only out for a job, may meditate on his plea in *The Theatre Arts Monthly*, for something that will thrill and inspire and lift him to lofty heights:

ACTOR TO PLAYWRIGHT

BY CHARLES WHARTON STORK

Fill me with mellowed vintage, master mine,—
This wormwood brew already fails to please;—
Pour me the spirit of a deathless wine
That quickens and exhilarates and frees!
Plant me with urgencies, compacted power
And beauty, that shall strike in deep, to rise
As gold of grain and tinted grace of flower,
Rich as the earth and tender as the skies.
Build me into a temple white and pure
Whence blending voices may expand and thrill
In worship. Give me form that shall endure,
For I have strength unexercised, have skill
And life that no magician of today
Has wakened with the thyrsis of a play.

A PAGE of unpublished poems by Thomas Walsh appears in *The Commonweal*. Mr. Walsh, the poetry editor of that paper, died a year ago, and *The Commonweal* thus keeps him in remembrance. The following is one:

TO A POET HESITATING

BY THOMAS WALSH

Out of song comes silence,
Out of silence, bliss;
When thy song is over,
Hearken, breathless lover,
Hearken unto this:
Love is ever speechless waiting
In the soft eyes hesitating
'Twixt a frown and kiss.
So is silence unto singing
As the nest unto the winging:
Sweet beyond all eloquence
Is the solace that comes after
Love's decisive song;
Spills the cup of joy in laughter,
And is rapture more intense
Than what music can prolong.
Wouldst thou in this singing, poet,
Love's reward not miss?
Cease thy prelude then, and know it
Silent in a kiss.

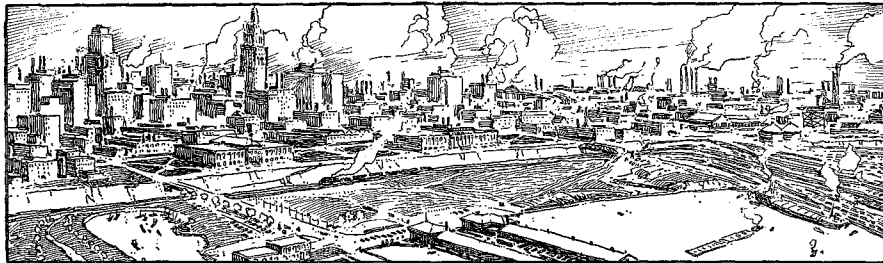
paying for a Packard



Why not own one ?

Just because the first cost of one automobile is lower than another it does not follow that operating and upkeep costs are lower. And the fact that a car costs twice as much at first does not mean that final cost is twice

as great—it is *no greater* if the car is driven twice as long. Apply these facts to your present motoring costs and you will very likely find that you can enjoy the luxury of Packard transportation at no increase in expense.



CLEVELAND OWNERS FIND IT TRUE

Most operating and upkeep expenses differ but little as between a Packard Standard Eight and any car down to half its price. Gas, oil, tires and garaging cost virtually the same for either car, any place in the United States.

Repair expense for the Packard is naturally *less*. Packard's advanced motor and centralized chassis lubrication systems protect built-in precision—make frequent repair work unnecessary. Yet when repairs *are* needed they are quickly and economically made, due to Packard's simplicity of design.

The items of license and insurance, despite the higher value of the Packard, differ but little in the various states and cities.

In Cleveland, for example, license cost is the same, while the usual coverage for fire and theft, collision, property damage and personal liability runs but a few dollars more per year. The higher fire and theft rate for lower-priced cars accounts in great part for the fact that the total difference is so small.

Depreciation, *the one big item of ownership cost*, does not penalize the Packard owner in Cleveland. Cleveland figures prove that the average life of Packard cars turned in to Packard dealers is *nearly half again greater* than that of the lower-priced cars turned in.

Cleveland motorists, like motorists in every city, have discovered that Packard transportation costs no more. There, *seven out of ten* purchasers of Packard Standard Eights turn in other makes of cars to join the Packard family. And once a Packard owner, always a Packard owner—for in Cleveland, according to records, only four percent of Packard owners have ever turned to other makes.

Why not look into the costs of Packard ownership in your city and compare them with your present motoring expenses? Your Packard dealer will gladly assist you. You probably will find, as so many motorists have, that the luxury, the distinction and the satisfaction of Packard transportation may be yours at no greater expenditure.

PACKARD MOTOR CAR COMPANY
DETROIT · MICHIGAN

A S K T H E M A N W H O O W N S O N E

SCIENCE • AND • INVEN

THE SWAY OF A SKY-SCRAPER IN A STORM

IT IS NEVER ENOUGH to be at all dangerous—usually only a small fraction of an inch. But if this is perceptible by tenants, some of them will not like it and may decide to go elsewhere. That the psychology of the tenant means much to the owner, in dollars and cents, is pointed out by David Cushman Coyle, a New York consulting engineer, in *Buildings and Building Management* (Chicago). The earlier sky-scraper, he notes, were much stiffer than necessary, and have practically no sway. Later examples may have just enough, he believes, to drive away some tenants. Thus it may be necessary for architects and builders to draw their plans in future with psychology as well as engineering in view. Writes Mr. Coyle:

“There is a wide-spread desire to move to higher quarters, more remote from the noise and dust of the street. Towers are springing up everywhere, and they draw tenants away from their less lofty neighbors. It is interesting to inquire whether this tendency will continue. If the new towers fail to hold their tenants, after the newness of their gold and marble has worn off and the style in modernist architecture has changed, there will obviously be great difficulty in financing any additional ones.

“An aspect of this question has been the subject of much gossip, but of comparatively little study. It is common talk that all the high buildings sway in the wind, and tenants amuse themselves by comparing notes and telling tall stories of the behavior of their towers in time of storm. In many cases the tenants are only curious or amused, but some people are made uneasy or seasick; and the effect is, on the whole, to reduce the income.

“The problem facing the engineer who has to decide how heavily to brace a tower, considering its shape, its exposure, and its type of occupancy, is one which has heretofore had to be solved largely by guesswork. It is, of course, a fairly simple matter to design the structure so that it will be safe against collapse, and there are probably few tall buildings in the United States that would fail to survive a hurricane. The results of the storm at Miami indicate that no well-designed steel-framed buildings are liable to serious damage from wind.

“But whether the tower will feel safe to the occupants is a question which has usually been disregarded entirely. The older examples are generally very stiff and their motion is only perceptible to a small number of persons, whose nerves or whose imaginations are unusually sensitive. The same is true of some of the recent apartment towers.

“In general, however, the prevailing theory of construction for tall buildings is concerned only with the safety of the structure. The owner demands economy, the architect needs all the loose money there is for decoration, the engineer is afraid of getting a reputation for padding, and the Building Department is, of course, only interested in safety, since that is all that the law requires.

“As more and more office towers have been built it has become evident that the earlier towers were more heavily braced than safety required; and so the type of construction used has been lightened to a point where it is, perhaps, as economical as it can be without compromising the safety of the building.

“As a result, some of the newer towers have three or four times as much sway as the heavier structures of an earlier date.”

The actual amount of motion, Mr. Coyle tells us, varies from moment to moment, with the direction as well as the violence of the wind. Comparisons between buildings are even more indefinite. However, there is a characteristic difference in the curves recorded for a stiff building and for one not so stiff. He goes on:

“As an example, one tower in New York, which is very heavily braced, has a frequency of about twenty-four complete vibrations a minute. A series of readings taken in the usual

run of westerly gales shows a total swing of from one-twentieth to one-tenth of an inch, with one maximum of an eighth of an inch. Some of the newer office towers register considerably more motion, as one would expect from their lighter type of construction. A characteristic curve has about fifteen waves per minute, indicating a slower comeback from the shock of the gusts, and the amplitude is half an inch or more. None of these buildings is much higher or more slender than the stiff tower referred to.

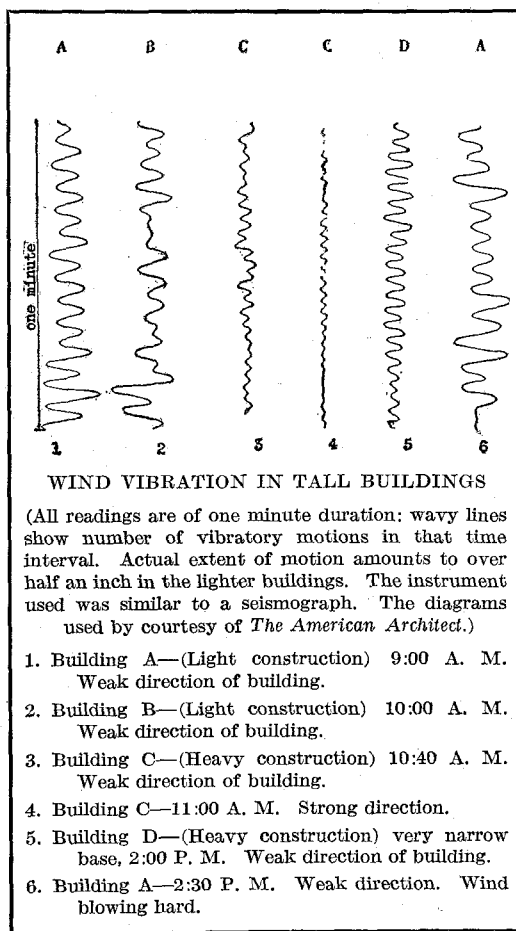
“No doubt all these amplitudes may be doubled in an occasional violent squall or a hurricane, but opportunities for observing such violent winds are rare. One such observation, caught in a twenty-minute squall in May of this year, showed a motion of about an inch, in a building which moves about half an inch in an ordinary gale. The sensation was quite perceptible, and highly unpleasant.

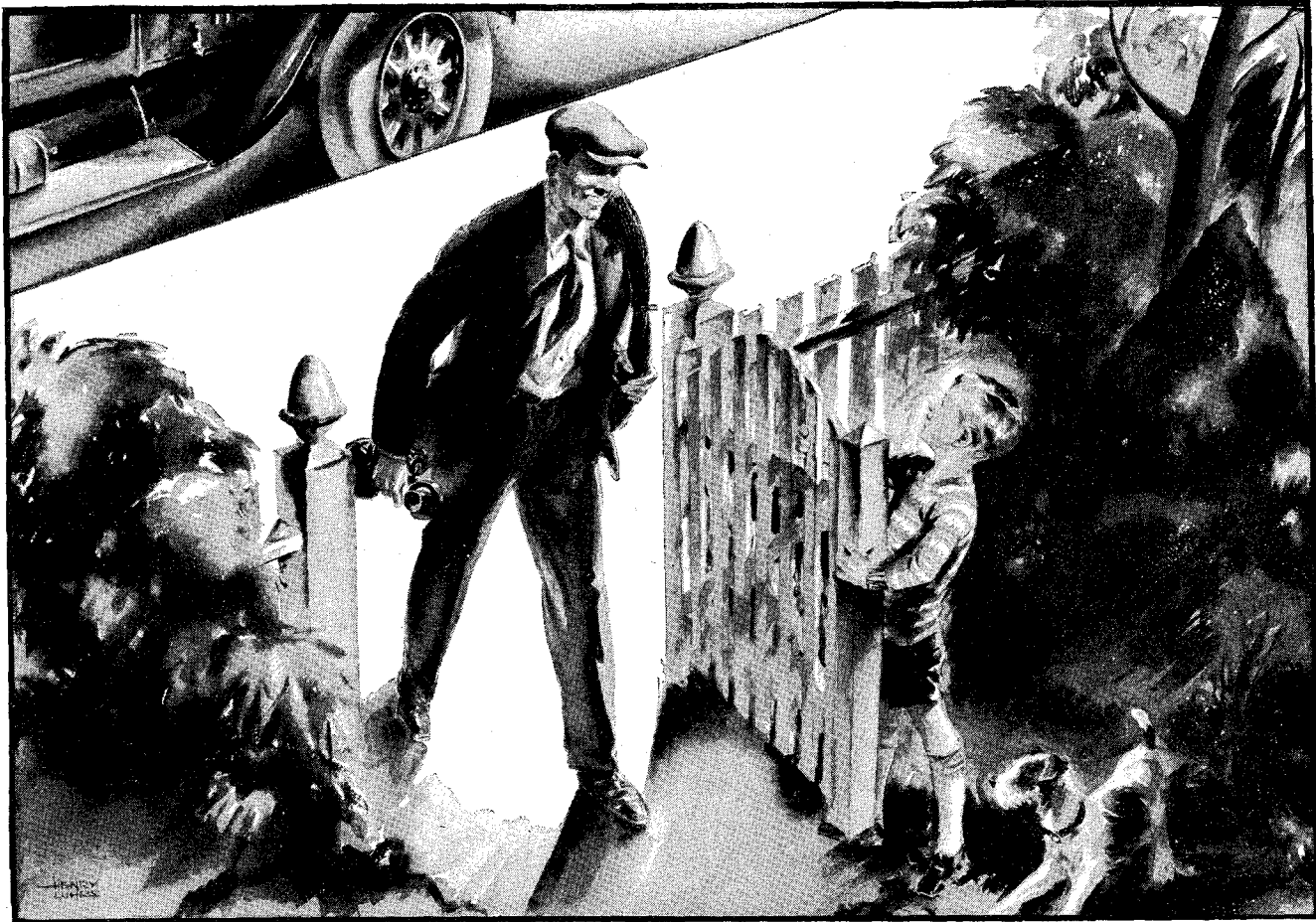
“Now from the standpoint of those who are interested in future tall buildings, as architects or engineers, as owners or bondholders, these facts require some consideration. A very few people, if any, can feel a motion so slight as one-tenth of an inch, even in a violent squall. As the motion increases, however, the number of people who can feel it increases much more rapidly. It is probable that a frequency of fifteen per minute and an amplitude of an inch will be perceptible to any normal person.

“For a person lying in bed, in the dark, with a storm howling outside, it is probable that the normal sensitiveness to motion is very much greater. In addition the imagination is apt to be much more active at such times than when one is in an office with work to do and with other people near by, to give a feeling of confidence. It follows then that if there are occasionally persons who feel, or imagine they feel, the sway of the stiffer towers, there will be many more to be affected by those which have a larger sway. Just where the results will begin to show in the rent rolls it is impossible to say. But it can be fairly predicted that if apartment towers are to be built with a swing of half an inch in any gale that blows, there will be occasional squalls that will give some of their tenants a good scare.

“If anything like this should happen in the growing crop of apartment towers there will be some serious thinking by those who have loaned the money to build them, and the future of this type of building may be badly compromised. If such a situation is to be avoided it must be by taking careful thought for the feelings of the tenants, before the project is too far advanced. A tower which may have a motion that comes within striking distance of the normal threshold of sensation, is no fit field for speculative building. It must be carefully planned, not only to ‘get by’ the Building Department, but to ‘feel’ right to those who will live in it. No law can tell just what that latter requirement involves.

“The adjustment of a complex material structure to the





800,000 ADDITIONAL TELEPHONES ARE GOING INTO USE THIS YEAR

A million and a half dollars a day

*An Advertisement of the
American Telephone and Telegraph Company*



MORE than 200 new Bell telephone buildings are going up this year in the United States, 800,000 additional telephones are going into use and new switchboards to care for 3,000,000 additional calls a day.

Thousands of miles of new cable, millions of miles of wire, new carrier systems, vacuum tubes and loading coils.

These are a few of the things in the 1929 construction and improvement program of the Bell System which will cost more than 550 million dollars—a million and a half a day.

Telephone growth is essential to the new American civilization of better opportunity for the average man. The Bell

System employs more than 400,000 workers, is owned by 450,000 stockholders, and serves the people of the nation.

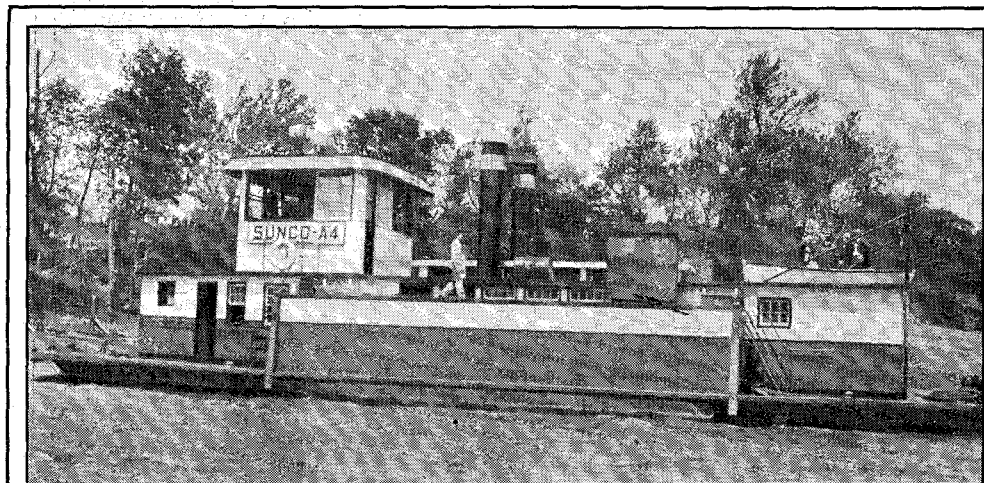
Every day the Bell System is extending its lines to more people, increasing the speed and accuracy of its service, giving greater comfort and convenience in telephone use. All of this is done that each individual may get the most from this means of all inclusive and instantaneous communication and that the nation may be one neighborhood.

This is part of the telephone ideal that anyone, anywhere, shall be able to talk quickly and at reasonable cost with anyone, anywhere else. There is no standing still in the Bell System.

desires of human beings is—in the present infancy of psychology, at any rate—an art rather than a science. Efficiency in art can easily be overdone. That is what is happening in the art of building towers. If the owners and backers of new projects could realize how many management troubles would be avoided by a slight additional first cost, there would be fewer managers who have to be sensitive about the safety of their buildings. It pays to make the tenants feel contented and comfortable; it also pays to make them feel safe."

LIGHTNING RISKS SMALL IN AIRSHIPS

AVIATION EXPERTS are quoted in Science Service's *Daily Science News Bulletin* (Washington) as saying that rigid airships are continually being struck by lightning, but that disaster never results even when the airship is filled with hydrogen, a highly inflammable gas. All metal parts of the ship are bonded together, much like the rails of an electric railway; copper plates fastened to each separate part are joined by copper wire. This bonding prevents the passage of sparks



Courtesy of the Standard Unit Navigation Company

IT CAN ALMOST "RUN ON A HEAVY DEW"

The caterpillar towboat that needs only two or three feet of water.

between the different metal parts, and makes the whole framework one solid mass of metal. We read further:

"Lightning does its greatest damage when it meets with resistance. When it strikes the frame of a rigid airship, it is immediately dissipated over the entire bulk of the ship. Because of the great amount of metal used, a huge charge of electricity can be absorbed by the metal, and no damage is done. The passengers may be entirely unaware that the ship has been struck. Landing crews, however, never touch the drag rope until it has been in contact with the ground for a moment. If they did, they would get a severe shock. Even when the ship has avoided running into any thunder-storm, it may have absorbed charges of atmospheric electricity amounting to a considerable voltage."

Only about one bolt of lightning out of every hundred reaches the ground, says *The Bulletin* in another issue. For this reason the danger from lightning is greater in the upper air. Most lightning flashes travel from one part to another of the same cloud in a path approximately parallel to the earth's surface. An airplane may fly into the path of such a lightning flash, in which case it would be struck, tho not necessarily severely damaged. The writer goes on:

"The frame of an all-metal plane does not offer any added hazard, in the opinion of weather experts. If anything, the metal plane should be the safer, for the frame of such a plane would absorb or carry off the discharge of electricity in a manner similar to the action of a lightning rod. It is believed that planes could be equipped with brush dischargers, or other appliances that would make them practically lightning-proof."

"The danger from thunder-storms would still remain, however, for the turbulent winds which always accompany thunder and lightning present a serious hazard to the aviator. There is only a relatively small chance that a plane would be struck by lightning even when flying through an electrical storm, for at a distance of a 100 feet from the path of the lightning the plane would be

safe. But the flyer is bound to strike the winds. And severe winds, especially the winds blowing up and down which one meets in a thunder-storm, may easily completely demolish a light airplane."

CATERPILLAR TOWBOATS FOR SHALLOW STREAMS

PRESIDENT LINCOLN'S STORY of a light-draft river-steamboat that could "run on a heavy dew" seems to be almost realized in the new caterpillar type of towboat, described by Earle W. Gage in the *New York Herald Tribune*. Ten thousand miles of shallow streams in the United States will become arteries for the transport of millions of tons of cargo annually, Mr. Gage predicts, as a result of the perfection of the new boat, capable of creeping up waterways only two or three feet deep, and of transporting large and heavy loads of produce. He writes:

"Engineers estimate that one-third of the area of the country served by neither rail nor water is to come into its own with the introduction of the new craft. Remote districts which would never prove profitable to railroad or river-steamboat operators now promise profits to the companies which operate the economical shallow-water towboats and barges."

"The initial operation of the new Diesel electric towboats recently occurred when the Standard Unit Navigation Company of St. Louis put a fleet into service on the Cumberland River, in Tennessee, and introduced service to shallow-water tributaries of this great river. Districts which have been deprived of transportation since the earliest days were put into communication with Nashville and other trading centers. A brisk trade signalized the first arrival of the barges."

"The electrically propelled towboats, equipped with the caterpillar drive, are used to move barge fleets up and down the river,

hauling pay loads in both directions. Small boats, which operate in water as shallow as twenty-four inches, act as switch engines and collect the barges from shipping points en route. The 'trains' or fleets of barges are collected from the shallow tributaries by small-type towboats and towed to deeper streams."

"The barges, similar to railroad cars, are handled in fleets, coupled with a special device similar to that used on cars. They are hooked together in single file, or two or three abreast, according to the width of the stream. Altho the ends couple snugly together, the trains are flexible and are capable of making sharp turns, because of a movable pontoon at one end of each barge."

"Each barge resembles a 'floating box-car,' and may be loaded through side doors or through panels in the roof."

"As the barge fleet travels up or down a river one of the smaller towboats detaches a barge from the fleet and takes it to a dock, where it may pick up another barge and attach it to the fleet. This can be done without stopping the fleet. Radio telephones keep the captain of the river-boat in constant communication with points en route."

"The Diesel engines on the smaller towboats consume only about three gallons of oil an hour, which means a fuel bill of less than 18 cents an hour. This is considered much cheaper than any similar craft or vehicle."

"The caterpillar drive represents a distinct forward step in water propulsion. The tanks of the World War suggested to engineers the creation of this equipment, which permits heavy craft to creep over the water instead of being forced through it."

"There is a caterpillar drive on each side of the towboat. They consist of chains with blades attached in a manner similar to the method of buckets attached on a chain conveyor. Separate motors operate the two. By reversing the pilot is able to turn the craft completely around within its own length, thus permitting its use on narrow, shallow streams. No rudder is necessary; the pilot handles the craft just as he would a rowboat; steering wherever desired."

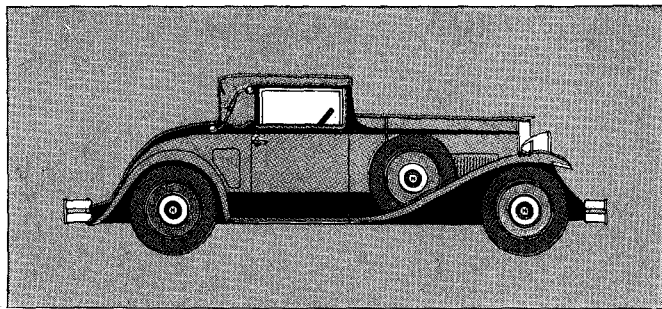
"Thousands of miles of shallow rivers flowing through the South, when cleared of stumps and trees, may readily become

(Continued on page 37)

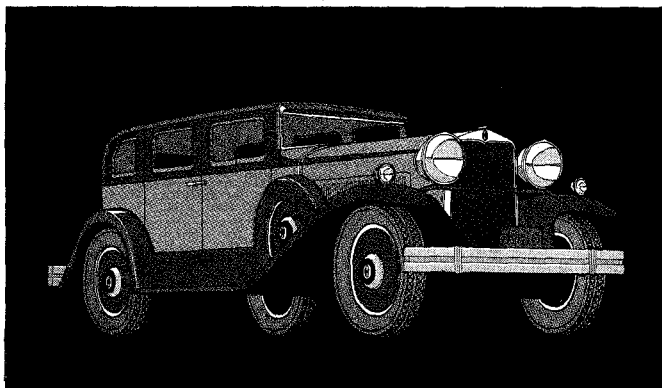
REVOLUTIONARY

The new 70 horse-power Hupmobile Six The new 100 horse-power Hupmobile Eight

Hupmobile has a 21-year reputation for crashing through the barriers of custom and advancing the standards of motor car value . . . Now, when motorists are accustomed to expect certain limits of performance, power, and beauty at a given price, Hupmobile breaks through these limitations by presenting two cars that give . . . Not the *expected* power, but abnor-



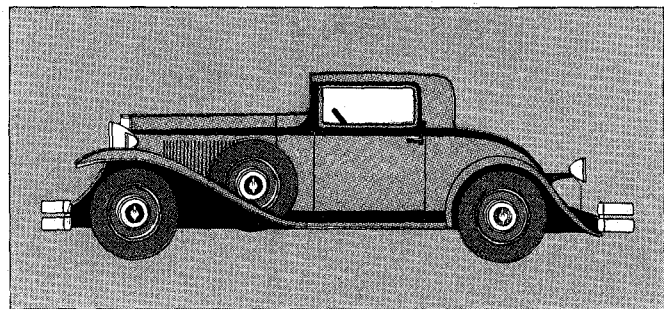
1930 HUPMOBILE SIX CONVERTIBLE CABRIOLET. 2-passenger, with rumble seat and beige fabric top, is particularly smart and striking . . . Standard equipped \$1075 . . . Custom equipment available at slight extra cost.



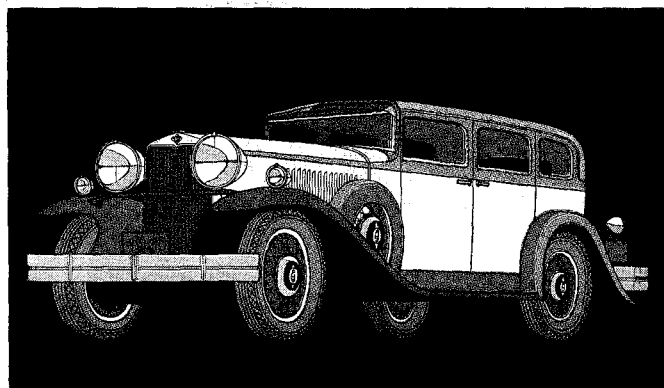
1930 HUPMOBILE SIX FIVE-PASSENGER SEDAN . . . Distinguished by unity of design, amazing power and extreme roominess . . . Standard equipped \$1060 . . . Custom equipment available at slight extra cost.

HIGHLIGHTS OF THE NEW 1930 HUPMOBILE SIX
70 miles per hour . . . 70 horse-power. Acceleration from 5 to 25 miles per hour in 7 seconds; 5 to 50 m.p.h. in 20 seconds . . . The famous Hupmobile engine improved with counterweighted crankshaft. 4-wheel Hupmobile steeldraulic brakes . . . A big car, 50½ inches across rear seat, 49 inches across front seat . . . more leg and head room . . . Smartened by cleverly tailored sheet metal and sweeping fenders of the new French type . . . Prices f.o.b. factory.

mal power . . . Not the *regular* speeds, but extremely high speeds . . . Not the *conventional* body designs, but entirely new and modern creations of harmonized beauty. Not the *usual* easy-riding qualities, but a new 1930 manner of traveling; restful, luxurious, ultra-smooth and vibration free . . . At prices that completely revise all standards of motor car values.



1930 HUPMOBILE EIGHT TWO-PASSENGER COUPE . . . with rumble seat . . . Smart, speedy, powerful . . . Unusually wide doors and windows . . . Standard equipped \$1595 . . . Custom equipment available at slight extra cost.

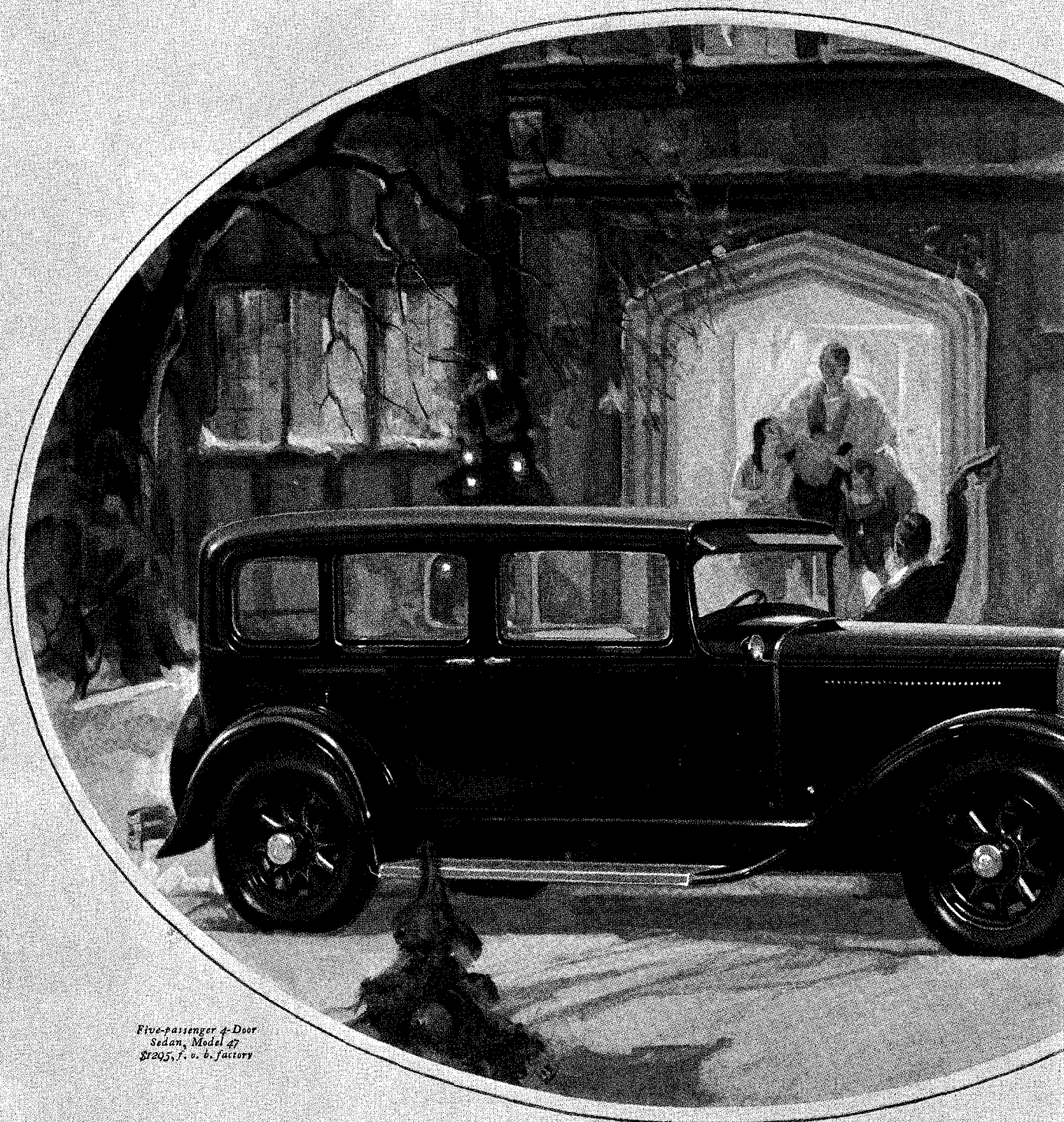


1930 HUPMOBILE EIGHT FIVE-PASSENGER SEDAN. Styled throughout in the smartest modern manner, and powered for exceptional performance. Standard equipped \$1595. Custom equipment available at slight extra cost.

HIGHLIGHTS OF THE NEW 1930 HUPMOBILE EIGHT
80 miles per hour . . . 100 horse-power. Acceleration from 5 to 50 miles in 16 seconds . . . The first motor car ever designed in which a single style motif is used throughout, presenting a unit of harmonized beauty . . . Dual elimination of vibration by counterweighted crankshaft and vibration damper . . . Oil delivered under pressure to 46 points in engine . . . New hydraulic shock absorbers, deep cushions, greater spaciousness and comfort. Prices f.o.b. factory.

THE NEW 1930 HUPMOBILE SIXES AND EIGHTS

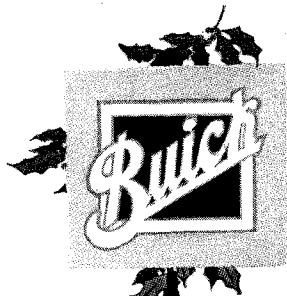
THE NEW BUICK



Five-passenger 4-Door
Sedan, Model 47
\$2205, f. o. b. factory

Choose the Gift that Will Still be Gift
When Another Christmas Comes

WHEN BETTER AUTOMOBILES ARE BUILT . . . BUICK



ALL MEN have the same fond desire at Christmas time... the desire to bring joy to their families... to make their cheeks glow and their eyes dance... and this year more men than ever before will give Buicks as the sure way of giving happiness.

Women say little, but they eagerly desire Buicks, and realization of that fact is finding its way to the minds of men everywhere.

It pays to plan well ahead when making such a magnificent gift because you'll want to select just the right body type—just the right color combination—just the right hour for delivery.

A New Buick is the Gift of Gifts

This wonderful new Buick is the gift of gifts—the gift that will delight all the family—the gift that holds within its smart body and powerful chassis the alluring benefits of many gifts.

A new Buick combines unusual beauty and utility. It promotes physical and mental well being. It shortens distance and eases daily tasks. It imparts the thrill of brisk runs through tingling winter or sunlit spring. It will make this Christmas last for thousands upon thousands of miles.

The Big Favorite Among the New Cars of the Year

And, of course, Buick with Body by Fisher is the big favorite among the new

cars of the year. More people are buying Buicks today than ever before in Buick history. More men and women who have driven Buicks over a long period of years. More people who formerly purchased other cars. More motorists who were accustomed to paying much higher prices for their automobiles.

All together, the men and women of America are buying from two to five times as many Buicks as any other automobile priced above \$1200—a record all-time tribute to the car which sets the all-time record for value.

Order Your Christmas Buick Early

This tremendous public preference, together with your own observations, attests Buick's greater beauty, luxury and performance, as well as its greater attractiveness to your family.

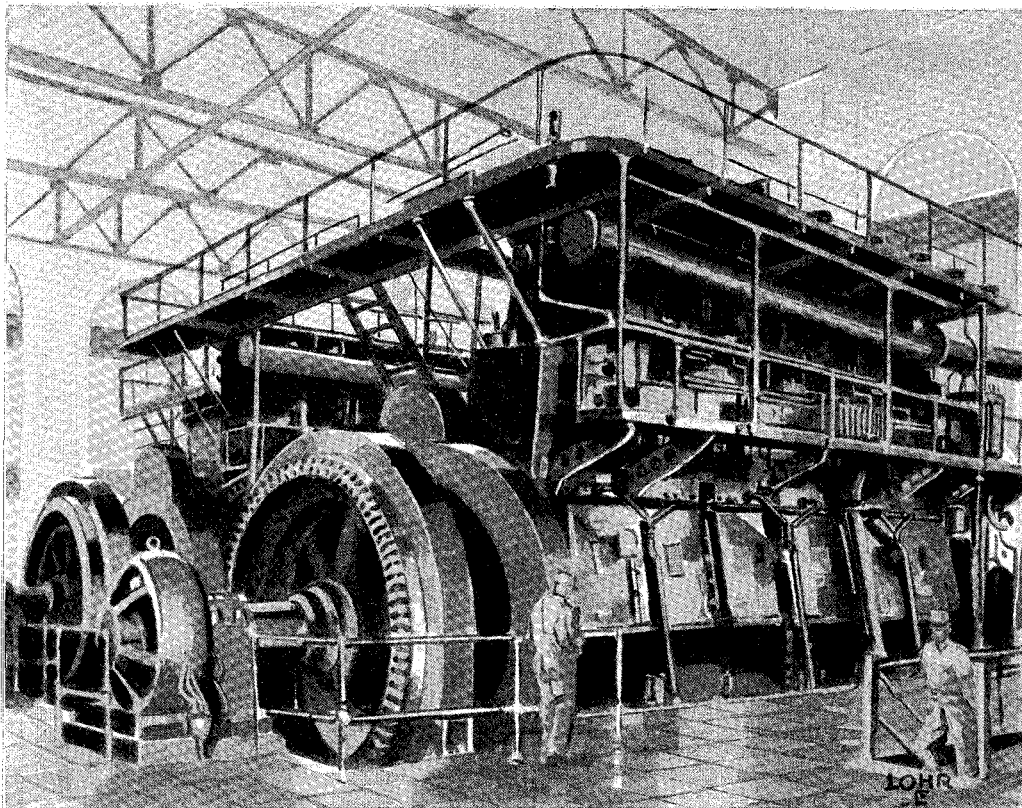
Christmas is just around the corner. Holiday greetings will be on every tongue almost before you know it.

Decide to see your Buick dealer this week. Remember there are three new series, three new wheelbases and three new price ranges to fit your desires and purse. Learn how economically you can obtain a new Buick and arrange to have it delivered on Christmas morning. Make Christmas, 1929, unforgettable by choosing this gift which will still be giving when another Christmas comes.

Buick's Christmas selection includes fourteen luxurious body types, ranging in price from \$1225 to \$1995, f. o. b. factory, all available on the General Motors time, payment plan.

BUICK MOTOR COMPANY, FLINT, MICHIGAN
DIVISION OF GENERAL MOTORS CORPORATION
CANADIAN FACTORIES, MCLAUGHLIN-BUICK, OSHAWA, ONT.
BUILDERS OF BUICK AND MARQUETTE MOTOR CARS

BUILD THEM



COMMERCIAL CREDIT PLANS

COMMERCIAL CREDIT deferred payment plans cover every sound field of instalment marketing. Automobiles, boats, machinery of all kinds, equipment in general, refrigerating units, heating plants, electrical appliances, store and office fixtures—more than a score of such broad classifications, including hundreds of individual products, fall within their scope.

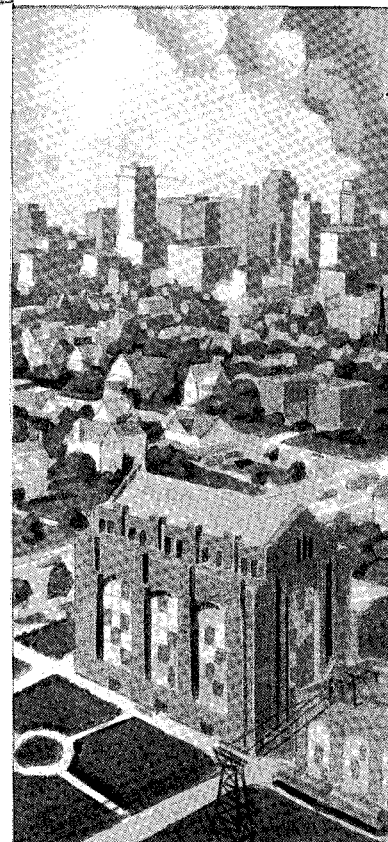
Commercial Credit Companies have 180 full operating branch offices and 272 credit offices—452 offices in all—located in the principal cities in the United States where service is available. Commercial Credit service reaches out to Canada, Europe, Asia, Africa, Australia and South America, and is being extended to all world-markets where conditions justify its introduction.

PAY FOR POWER WITH SAVINGS

MODERN DIESEL EQUIPMENT by McIntosh & Seymour effects known power plant economies that often amount to many thousands of dollars. These well known engines, and many others, are available to industrial and municipal power users alike, on Commercial Credit Plans.

No expensive bond issue or increased capitalization is now necessary to overcome power plant obsolescence. Commercial Credit Plans allow payment from the new equipment's increased earnings or savings.

The McIntosh & Seymour Corporation or any Commercial Credit office will promptly give you full details.



COMMERCIAL CREDIT COMPANIES

COMMERCIAL BANKERS

Cash Capital and Surplus \$57,000,000

COMMERCIAL CREDIT COMPANY - - - - Baltimore
COMMERCIAL CREDIT CORPORATION - - - - New York
COMMERCIAL CREDIT TRUST - - - - - Chicago
COMMERCIAL ACCEPTANCE COMPANY - - - Indianapolis



COMMERCIAL CREDIT COMPANY, Inc. - - - - New Orleans
COMMERCIAL CREDIT COMPANY - - - - - San Francisco
KEMSLEY, MILLBOURN & COMPANY, Ltd. - - - - New York
AMERICAN CREDIT CORPORATION - - - - - Omaha

MIDWEST COMMERCIAL CREDIT COMPANY. Detroit, Des Moines, Milwaukee, Sioux Falls
CONTINENTAL GUARANTY CORP. of CANADA, Ltd., Montreal

Wherever you are - - - Whatever you make, sell, or buy - - - Investigate Commercial Credit Service

(Continued from page 32)

traffic arteries for year-round transport. A new era in transportation is forecast with the introduction of this type of river craft.

"In Northern States a vast network of shallow streams awaits the caterpillar towboats and barges to open up vast districts where pay cargoes cry for delivery to distant markets."

PHOTOGRAPHING INVISIBLE WRITING

PALIMPSESTS, OR ANCIENT MANUSCRIPTS in which the original writing has been erased and the parchment used a second time, are now examined with ultra-violet rays, under which the partially erased original becomes visible again and can be photographed for permanent record. Leonard V. Dodds, in an account contributed to *Antiquity* (Gloucester, England), gives the following account of the method, which may, when widely applied, reveal treasures of ancient literature hitherto believed to be lost. He writes:

"Owing to the labor and cost of production, parchments used in olden days for writing upon were not destroyed when time had rendered a document worthless. Instead they were carefully cleaned by chemical or mechanical means and used a second, and even a third time. In many cases the earlier writings would be of much greater historical interest than the superimposed and visible text if only it were possible to read them, and this, strange as it may seem, can now be done. By using the method developed from the researches of Prof. G. R. Kögel of Vienna, writings which were erased hundreds of years ago can be read, and photographs taken for permanent record, and when the method is more widely used a considerable amount of material will be available which may be of the greatest historical importance.

"Ultra-violet rays are the agent by which these palimpsests are deciphered, and they are generated by a lamp of the familiar mercury vapor type. In this instrument a direct current of electricity is passed through the vapor of molten mercury contained in a quartz generator, and electrons in the form of ultra-violet energy are driven off similarly to X-rays. The burner is housed in a boxlike structure with suitable arrangements for observation and insertion of the camera lens, and all rays emitted by the lamp other than the ultra-violet are screened from the subject examined by the provision of a special filter which is permeable to this group only. Consequently the manuscript is illuminated by a beam of invisible ultra-violet rays only. In some lamps a solution of copper-sulfate and a deep orange dye is used to make the filter, and this is contained between sheets of uviole blue glass, but in the Hanovia apparatus, one of the most widely used, this type of filter has been superseded entirely by a new glass, almost black, which transmits the ultra-violet rays only.

"When examined beneath these rays, various substances, including many dyes, fluoresce distinctly, and each differing substance exhibits a characteristic color. When a substance capable of fluorescing is excited by filtered ultra-violet, these invisible rays are changed into visible light of longer wavelength, and a curious glow, to which the term fluorescence is applied, is seen.

"When an old manuscript is examined in this way, the tints and dyes left in the parchment from the earlier writings fluoresce distinctly from those of the visible text and from the parchment itself, and the palimpsest can easily be distinguished. By using a special filter the later writings may be eliminated and a photograph taken of the earlier script only, but it is of probably greater interest to see the two texts on one print. The visible writings appear as if in outline type, that is, white letters with a narrow black edge, and underneath, or often transversally, may be seen the dark gray lettering of the original text. Slight imperfections due to the varying action of the cleaning process are to be expected, but it is seldom that any difficulties in deciphering occur which are due to visibility.

"The accompanying plate shows part of the Codex Sangallensis containing the Gospels in Greek. It is written on 197 vellum leaves. In all probability this manuscript was written in the monastery of St. Gall in the ninth or tenth century. It is said that the scribe was one who did not know the language, and who had little practise in forming the characters, for the Greek are of Western type while the Latin are of Irish type.

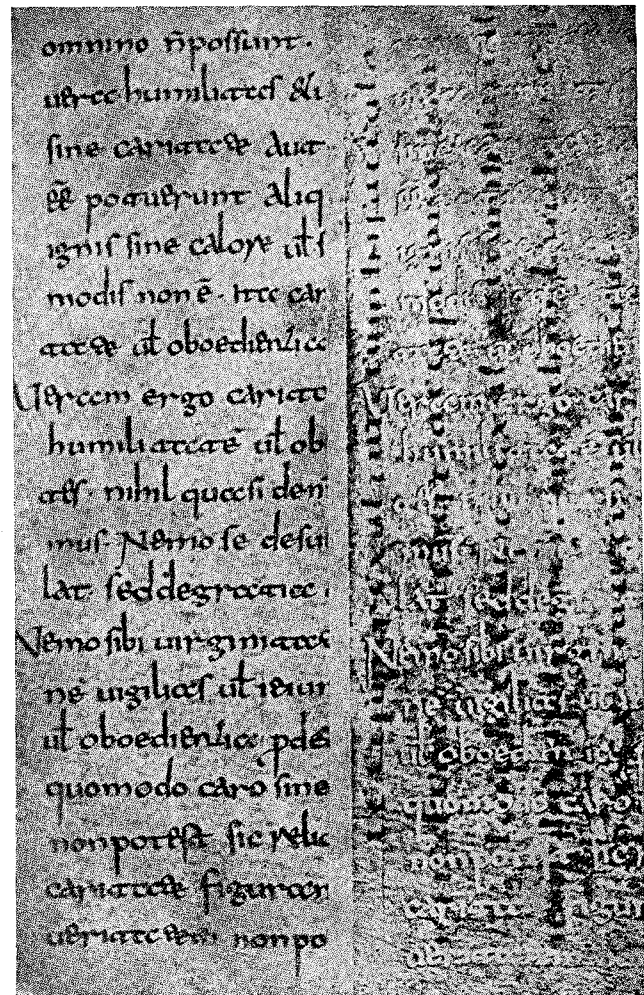
"It is an extraordinary development of science which thus enables writing erased so long ago to be read again, and while the ability to photograph the fluorescence makes a permanent record ready for immediate reference, testing with ultra-violet rays has the great advantage over other methods using chemicals which might be employed, in that no damage is caused to the existing writings. The Codex Paulinus at Wurzburg, which contains the thirteen epistles of St. Paul and the Epistle to the Hebrews, or the Codex Ambrosianus, formerly at Bobbio, now at Milan, may probably yield new matter of much interest."

TO WHITEN BLACK AND YELLOW RACES

THE TIME MAY COME, believes Dr. Yusaburo Noguchi, Japanese biologist now in this country, when parents of children with colored skin can have the pigment changed so that the Negro or the papoose will have the white skin of a Scandinavian. Dr. Noguchi arrived from South America recently on the liner *Pan America*. Says *The Herald Tribune* (New York), reporting an interview with the Japanese scientist:

"He is not entirely convinced that his research work into the effects of electrical nutrition and glandular control has proved his beliefs, but the data he has collected lead him to believe he has answered the old question of the leopard and his spots.

"Speaking through an interpreter at the Nippon Club, Dr. Noguchi said he would not give the scientific details of his work



Photograph by Prof. G. R. Kögel

THE INVISIBLE MADE VISIBLE

On the left is seen part of the Codex Sangallensis, photographed under ordinary light; and on the right the same script under ultra-violet radiation, showing the palimpsest transversely.

until he had prepared a lengthy paper for some scientific group. This report, which he is about ready to prepare, will be highly technical and will embody all the instances of change he has been able to effect not only in skin but in what he calls racial characteristics.

"He seems particularly interested in raising the average stature of the Japanese. He is himself more than six feet tall, standing as a phenomenon among the smaller people of the Japanese islands. For fifteen years he has been working to prove his belief that influence brought to bear upon an infant body might change its potentialities, and now he is certain that small people can be made large, and colored skins be bleached of their darkness, be it black, brown, red, or yellow.

"The theories of the doctor include the beautification of children, who in infancy show they may grow up ugly. Without resorting to Hollywood surgery, the ugly duckling, if given a chance early, can be made to grow into a swan by means of the process he rather vaguely spoke of as electrical nutrition. Unable to speak English, his explanations were indefinite as he talked

...in the revue it's
PEP!



Chester

FINE TURKISH and DOMESTIC tobaccos

...in a cigarette it's TASTE!

WHETHER YOUR cigarette sparkles with spicy aroma — or merely delivers undistinguished blue smoke — is all a matter of *cigarette taste*. And that depends on the tobacco, on who blends it, and how.

* * *

Ever *taste* a Chesterfield? It sparkles. There's a newness, a really interesting spiciness in its aroma. There's something "live" about the flavor . . . something that you're not likely to tire of, ever.

* * *

And that something is *taste*, no question about it . . . and here's why:

From initial tobacco buying through to final blending and cross-blending, the standard Chesterfield method, *every* step is directly toward the one thing smokers want—

TASTE *above everything*

field

. . . not only BLENDED but CROSS-BLENDED



MILD . . . and yet
THEY SATISFY



Courtesy of Popular Mechanics (Chicago)

ANTARCTIC

SOUTH TEMPERATE

TROPICS

NORTH TEMPERATE

ARCTIC

THE NEW MOON AT SUNSET IN ALL CLIMES

through an interpreter, who did not attempt to get more from the doctor than a lay mind could readily assimilate.

"Dr. Noguchi arrived here from Brazil after a month of study with the Indians in the jungles back of São Paulo. He said he was gratified with his brief experiments, but would not tell what they were.

"Mental development, he said, is just as susceptible to outside influences as is physical growth, and he claims that his experiments upon mentally deficient children have made them normal.

"The moronic limitations of babies can be determined in some cases by abnormal anatomical growth, and using such children in his work, he said, he had brought them a potential brain power equal to that of the healthy child. He has photographs of some of the children he has used for his tests, and the 'before-and-after' exhibits show a marked change in the contours of face and head.

"Dr. Noguchi, who is a member of the Academy of Medicine in Japan, and the owner of his own experimental private hospital, admitted that one could carry his theories on to some sort of Jules Verne finish with electrical nutrition and glandular control, producing a race of supermen capable by physical and mental powers of overthrowing all other people, but he is not interested in that phase of his work at this time. He is concerned with the improvement of the deficient children and the stature of his own people.

"He does not know if the brain of a normal child could be made into the brain of a genius, but he is convinced that the moron can be made normal.

"Another possibility that may lie in Dr. Noguchi's research is the curing of the insane and the criminals, he intimated. He does not yet know how much he can do with adults, most of his work having been done with children, but he imagines that his methods when improved upon by years of study can wipe out insanity and degeneracy that have organic irregularities as their causes."

THE APPEARANCE OF THE NEW MOON—The new moon appears in a different position at sunset in the various zones of the earth, as shown in the accompanying views reproduced from *Popular Mechanics* (Chicago). This paper notes that these variations are rarely observed by artists. It states the case as follows:

"Artists accustomed to inserting a new moon in a picture in the most artistic position often transgress the laws of nature, as the horns of the crescent moon must always point in a definite direction, depending primarily on the latitude of the observer. In the north temperate zone the new moon as seen just after sunset always points upward and to the left. In this latitude the sun circles to the south and, as it approaches the western horizon, descends obliquely from left to right. The new moon, following the sun, takes approximately the same course, and since the horns always point away from the sun, they turn upward and to the left. In the southern part of the earth the reverse is true, while in the tropics the horns point almost directly upward. The position of the old moon as it rises in the morning is the reverse of that of the new moon as viewed from the same latitude."

HEARING THE FRUIT-FLY CHEW

DETECTION OF AN INVISIBLE FRUIT-FLY within the substance of a fruit has been shown to be possible by members of the scientific staff of the Bell Telephone Laboratories, whose services were placed at the disposal of the government authorities engaged in fighting this pest in Florida. Using an electrical stethoscope it was found that the fly, in the interior of the fruit, could actually be heard eating. The experiments are described in *The Bell Telephone Quarterly* (New York) by D. G. Blattner, who was in charge of the work. He writes:

"The destruction of fruit by the fly is accomplished during the larva stage of development. The larva completely riddles the fruit in its efforts to keep in advance of the fermentation of the juice that accumulates about it. To enable it to make rapid progress it is equipped with two spine-like hooks with which it tears the tissue. It occurred to the entomologists that perhaps the Bell System might be able to provide apparatus by means of which the tearing of the fruit tissue might be detected.

"As for apparatus, we were in a rather happy position. The electrical stethoscope, developed a few years ago, seemed to be admirably suited for this problem.

"Upon arrival in Orlando, we found that the entomological forces had been highly organized for action, that the national guard had been called out to aid in carrying out the rather extreme measures that had been decided upon, and that having an infested fruit in one's possession was considered a grave offense. In spite of these difficulties, however, we succeeded in getting a few pieces of fruit that were thought to be infested, and the battle was on. Out of the first four such fruits, three were found to be 'noisy' and the fourth one was 'quiet.' After demonstrating the sounds to the various entomologists on the job, two of the 'noisy' fruits were opened and found to contain active larvæ while the 'quiet' one was found to contain none."

UNCLE SAM'S TESTS FOR PARACHUTES—Manufacture and use of parachutes for airplane passengers and pilots are soon to come under governmental regulation, says *Popular Mechanics* (Chicago). We read:

"Makers will be required to submit samples for test, and none without approval certificates may be sold. To pass the tests, the parachute must open fully and function properly when dropt from a 150-foot altitude, carrying a 200-pound dummy. Then it must be dropt ten times from 500 feet, with the same weight and with three twists purposely put in the shroud lines. It must untwist and open fully before reaching the ground. Next, the same parachute is to be dropt five times from any convenient altitude carrying an 800-pound lead weight, more than four times the weight of an average passenger. If it gets through all these tests without damage, three 'live jumps' must be made from 2,000 feet, with a rate of descent not to exceed eighteen feet a second, and a landing without discomfort to the jumper. The parachute must be fitted with a quick release by which the user can step out of the harness as soon as he lands, a provision required to take care of landings in water, where the jumper must be able to free himself instantly."

"So many asked for ETHYL I had to move this pump up front"

A YEAR ago this Ethyl pump was back there in the rear, but so many people asked for Ethyl that I had to move it up here in front."

Many station men will tell you that they sell as much Ethyl as they do straight gasoline. That sounds surprising, considering that Ethyl costs more. But the reason is that Ethyl has in it an added, vital ingre-

dient—Ethyl fluid—which stops "knocking."

Fuel of Ethyl's anti-knock quality is essential for the new high-compression engines. Ethyl enables all types of engines—regardless of compres-

sion — to develop more power, with better control, and greater comfort. This is why more thousands of motorists stop at Ethyl pumps every day.

Start riding with Ethyl today. Look for the Ethyl trademark.

Ethyl Gasoline Corporation, 25 Broadway, New York City. 56 Church Street, Toronto, Canada. 36 Queen Anne's Gate, London, England.



© E. G. C. 1929

Knocks out that "knock"

ETHYL GASOLINE

Why do they call it the



Dentists' dentifrice?

LONG before the word pyorrhea was known to the public, the name Forhan was known and respected throughout the dental profession.

It was the name of a preparation which dentists used regularly as an aid in their treatment of patients. It was also the name of Dr. R. J. Forhan of New York—then a practising dentist of high standing, who had developed this preparation used by dentists everywhere.

What was the function of Dr. Forhan's preparation? It was used as an adjunct in treatment to restore the health of the gums, to firm them up, to relieve them particularly when they were in a pyorrhetic condition. The results from its use were such that dentists began to ask, "Why should the benefits of this preparation be limited to our offices? In many cases the gums need daily care. What can be done to make the use of this excellent preparation an everyday routine in the home?"

The response to these requests from dentists was Forhan's Toothpaste—a dentifrice with a double purpose.

First of all—a protection for the gums, applied with a daily massage aimed to keep them in firm and good health.

Second—a protection for the teeth—the safeguard of simple and thorough cleanliness. And keeping teeth clean is *all* you can

do to protect them, between frequent visits to your dentist.

Make no mistake on this point—Forhan's is not medicated in any way for the purpose of cleaning teeth.

It contains only the tested and scientific cleansing ingredients which the dental profession has known for years.

It *cleans* the teeth, when regularly used, and does nothing more to the teeth.

But because it contains Dr. Forhan's preparation it also benefits the gums.

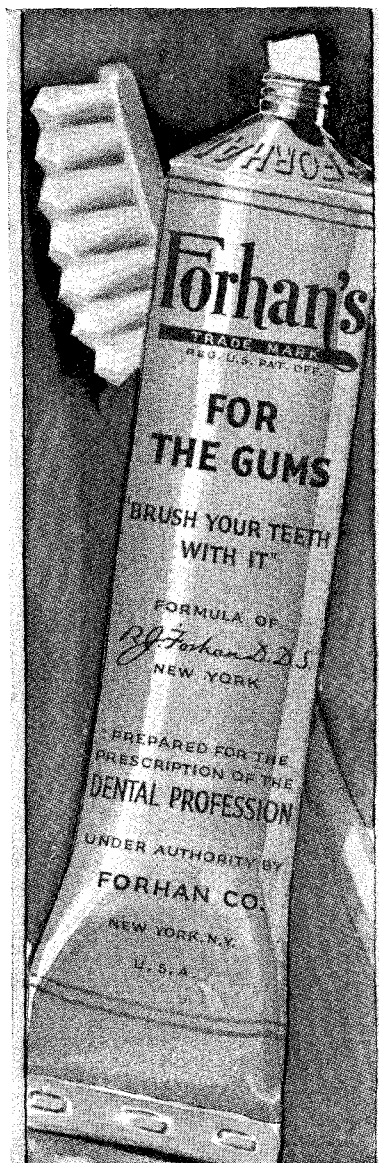
If you use a dentifrice, and of course you do, it is wise and safe to use Forhan's. Your dentist will tell you that there is no more thorough and honest cleansing preparation. But he knows that clean teeth are

not enough; your gums also must be kept in good health. And for this purpose, Forhan's is simple and effective to use. It supplements the expert care of your dentist—helps to protect the condition of your mouth between your visits to

his office. Its regular use may prevent serious trouble and even the loss of healthy teeth in years to come. That is why the mouth of youth, as well as of middle age, needs Forhan's. Begin to use it now. Forhan's comes in two sizes, 35¢ and 60¢—a few cents a tube more than the ordinary toothpaste and exceedingly well worth it.

Forhan Company, New York.

Any mouth
may have Pyorrhea, and
at forty the odds are
4 out of 5



Forhan's

Your teeth are only as healthy as your gums

>> ON DUTY WITH THE NEW YORK STATE POLICE <<

FROM THE CANADIAN BORDER TO LONG ISLAND
SOUND, PATROL CARS CARRY THIS UNFAILING
WINTER PROTECTION » » EVEREADY PRESTONE



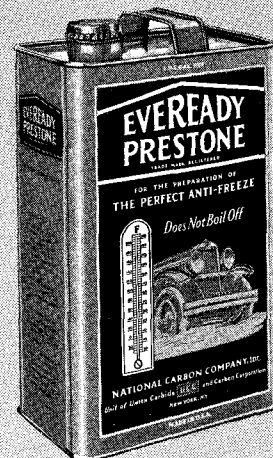
READ what Major John A. Warner, Superintendent, has to say about the use of Eveready Prestone, the perfect anti-freeze, in the cars used by the New York State Troopers in the performance of their duties:

"We are glad to inform you that our experience this winter in using Eveready Prestone in the cars operated by the New York State Police has again been a happy one.

"This present winter is the second during which the anti-freeze has been used, and thus far we have had no single instance where complaint has been found with it. It has been employed with different makes of cars, and under the most trying of weather conditions. In the performance of their duties, our men range from the Canadian border through the Adirondacks down to the southern parts of the State. Frequently they are on the open roads for hours at a time, during which their cars must function under all sorts of stress and strain,

"It is gratifying to us that during the past two years Eveready Prestone has contributed so materially to the success with which the State Police have been able to carry on their work."

Whenever men, engaged in hazardous cold-weather duties, entrust their lives and reputations to motors, there you will find Eveready Prestone. At Army flying fields. At Navy air stations. With Commander Byrd in the Antarctic. And one supply of Eveready Prestone will provide *your* motor with the same permanent protection against freezing. It possesses *all* the properties pointed out by the National Bureau of Standards as essential for an anti-freeze.



Eveready Prestone does not contain any alcohol or glycerine

9 POINTS OF SUPERIORITY

- 1 Gives complete protection.
- 2 Does not boil off.
- 3 Positively will not damage cooling system.
- 4 Will not heat up a motor.
- 5 Circulates freely at the lowest operating temperatures.
- 6 Will not affect paint, varnish or lacquer finishes.
- 7 Non-inflammable.
- 8 Odorless.
- 9 Economical—one filling lasts all winter.



Thoroughly tested and 100% approved by the American Automobile Association

EVEREADY PRESTONE

(TRADE-MARK REG.)

FOR PREPARATION OF THE
PERFECT ANTI-FREEZE

Once the cooling system of a car has been flushed out and tightened, a single supply added to the radiator will provide trouble-free surety against all freezing hazards through all kinds of weather.

It is time *now* to have Eveready Prestone in your car. You can buy it at the nearest garage, filling station, automobile supply shop or hardware store.

NATIONAL CARBON CO., INC.
General Offices: New York, N. Y.

Branches: Chicago Kansas City
New York San Francisco

Unit of  and Carbon Corporation
Union Carbide Corporation

PERSONAL • GLIMPSES

RUSSIA'S FLYERS AND LINDY'S GRACEFUL GREETING

ALPHONSE AND GASTON, those symbols of politeness, met on the roof of an airplane hangar.

"The cheering is for you," insisted the Russian aviator to Col. Charles A. Lindbergh, as he pointed to the enthusiastic crowd on the ground below.

"Oh, no, it is for you," replied the young Colonel as he slipped, embarrassed, into the background, according to the *New York World* and other newspapers.

Curtiss Field, on Long Island, was seeing red that afternoon. The Russian plane, *Land of the Soviets*, with its crew of four, had finished a trip of more than 13,000 miles, from Moscow to New York. The route had been across Siberia, to Alaska, down the Pacific coast of North America, and then overland to the Atlantic. New York's Russian population, and many more, turned out to greet the visitors. Ten thousand were on hand to welcome the plane, according to some estimates. The band played the "Internationale," there were red banners and red arm-bands. Even the late afternoon sky turned flaming red, as if in honor of the occasion. And the enthusiasm of the crowd almost resulted in a riot of joy when the plane arrived. It was necessary to rush the aviators—Pilot Simon Shestakof, Co-pilot Philipp Bolotof, Navigator Boris Sterligof, and Mechanic Dmitry Fufayef—into a hangar and thence to the roof, where they could respond to the vehement salutations in safety.

Then, when the excitement was at its height, it was increased by the unexpected arrival, via air, of Lindy. The crowd made an adoring rush for him. He, too, was rescued by the police and taken to the hangar roof, where occurred the amiable argument, already recorded, between the "lone eagle" and Shestakof.

The Russians started from Moscow to New York on August 23. They arrived on November 1, after flying 13,300 miles in an actual flying time of 141 hours and 23 minutes. Of their total distance, they went 5,000 miles over the ocean in 50 hours and 30 minutes. So Pilot Shestakof said in a radio talk reported by the *New York Times*.

Russia, we need hardly say, was as delighted as New York over the feat. Pride in Moscow was mixed with hopes for better economic relations with the United States, according to a Moscow dispatch to *The World* by Boris Smolar, who reports further:

"The flight," said Joseph Unshlikht, head of the Military Aviation Department, "is of tremendous importance, as it establishes air connections between the Soviet Union and the United States by way of the Pacific Ocean. The success of our flyers in reaching their goal will undoubtedly help to strengthen economic and cultural relations between our country and the United States."

Similar opinions were expressed by Anastass Mikoyan, Commissioner of Commerce. He believes the *Land of the Soviets* has opened a path for possible passenger flights and trade transportation from the Soviet Far East to the United States by establishing a basis for regular air service between Vladivostok, Sakhalin, and Kamchatka.

The Commissioner of Commerce praised the courage of the Soviet flyers, who are the heroes of the moment throughout Russia. The Soviet press is modest about the flight, publishing nothing but brief official cable reports of how the flyers were received.

But all reactions were not so pleasant. Altho officials praised the flight, there was resentment in Moscow because the flyers were not officially invited to Washington, we learn from another Moscow message to *The World*:

The attitude of the Soviet press was one of dissatisfaction rather than jubilation, however. Expressing the prevalent Soviet



International Newsreel photograph

BOOSTING SOVIET RUSSIA TO THE TOP OF THE WORLD OF AVIATION

The twin-motored *Land of the Soviets* and its crew of four, who have hoisted an American flag alongside that of the Soviets to celebrate the completion of their long journey from Moscow to New York.

opinion, the press was concerned most with the fact that the flyers have not been invited to Washington.

Comparing Washington's attitude toward the aviators with that of Henry Ford, the Soviet *Pravda* sarcastically says: "Hoover, the Chief Officer of the White House, didn't invite our flyers to Washington. He was afraid this might be interpreted as a step toward Soviet recognition. But the non-crowned ruler of the United States, Ford, did receive the flyers in his Detroit home. He even arranged a luncheon for them."

This difference, *Pravda* says, is due to the fact that while official Washington doesn't care about the success of the Soviet flight, the "real bosses of America," like Ford, were compelled to be polite to the Russians, doing it not because of their love for them, but because of their desire to do business with the Soviet Republic.

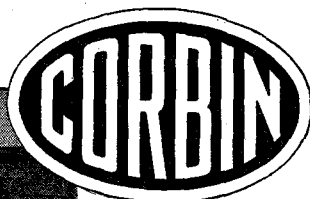
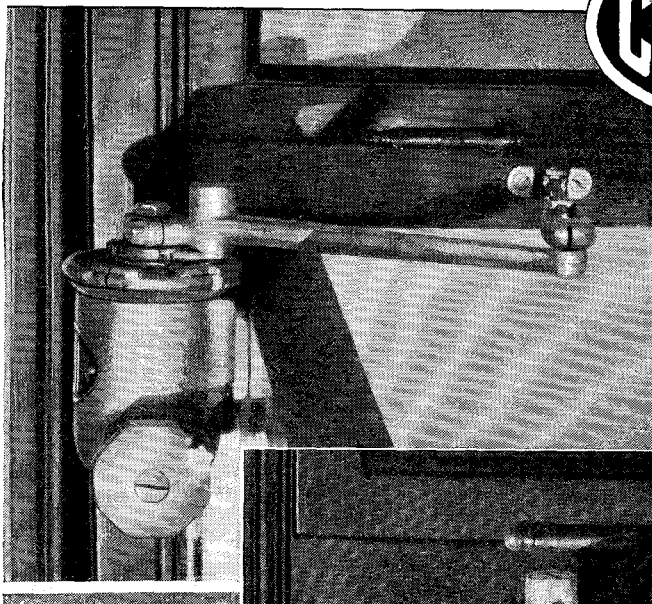
A brief article from *The World's* bureau in Washington gives the State Department's reply to this complaint:

If the Soviet flyers visit Washington they will receive a cordial welcome, but no invitation has or will be sent them.

State Department officials declared the Soviet aviators made their flights as private citizens, and the United States Government has not invited to Washington any flyers engaged in such a project. They did not invite Dr. Hugo Eckener to come here after the round-the-world flight of the *Graf Zeppelin*. Officials see no reason whatever for establishing a new policy with regard to the Soviet flyers.

Only one of the flyers could speak English, and that haltingly,

Good Buildings Deserve Good Hardware

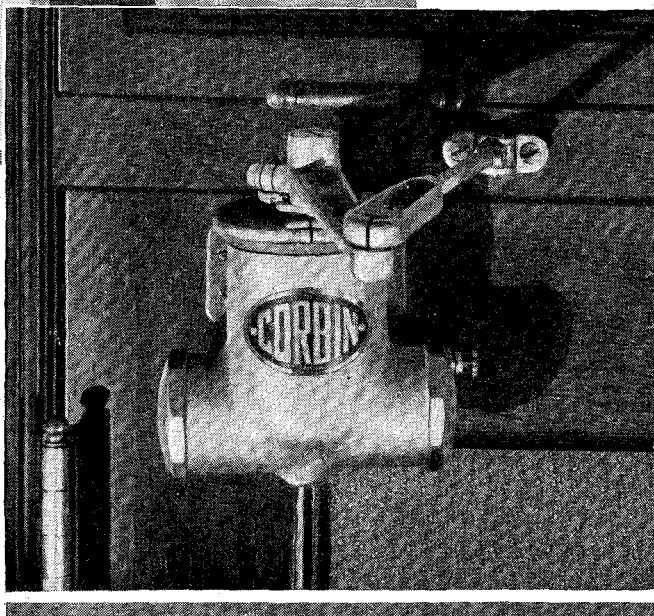


All the way open—

If this is the angle at which you wish your door to stay open, a simple adjustment of the Corbin Holdback Attachment does it—without affecting the easy opening or closing of the door.

Completely—silently—closed

A touch releases the Holdback Attachment. Immediately the Corbin Door Check silently closes the door from any given angle. The Holdback Attachment operates only when you wish the door held open.



Made to close doors

—and also to HOLD THEM OPEN

—whenever you wish

A DOUBLE service from an old friend—the Corbin Door Check. Made to banish irritating slams—to prevent doors being left open that should be closed. And to close them silently, surely, swiftly—all the way.

But suppose you want your door to remain open at a given angle—for ventilation—supervision—or some other reason? Corbin Door Checks, with the Holdback Attachment shown in action above, will do this too. By simply setting this

attachment the door can be held open at any given angle you choose.

Doors that close when you want them closed. That stay open at the angle you wish, when you want them open. Now, that's service—the kind of service Corbin Door Checks offer!

Don't you think this added convenience of Corbin Door Checks is well worth having? It can be yours if you will just remember one word—"Corbin"—and add: "With the Holdback Attachment."

The double convenience of Corbin Door Checks is fully explained in booklet L-11. Write for it now.

P. & F. CORBIN
SINCE 1849
NEW BRITAIN, CONNECTICUT
The American Hardware Corp.
Successor
New York Chicago Philadelphia

PERSONAL GLIMPSES *Continued*

so it was in French that the story of the long, dangerous air journey was told, we learn from *The Times*, which continues:

The two most difficult legs of the long flight were across the Sea of Okhotsk and from Alaska to Seattle. Flying from Nikolayevsk in Eastern Siberia across the Sea of Okhotsk, the aviators ran into a snowstorm, and for the better part of ten hours flew blind, scarcely five feet above the water. The slightest miscalculation would have meant disaster, they said.

From Waterfall, Alaska, to Seattle they battled storms all the way, flying more than 1,000 miles in and out among the islands, instead of 600 miles in an airline.

"We thought we were lucky to make it," said Sterligof, the navigator. "When we heard that two ships had gone on the rocks the day we landed in Seattle we knew we were."

Their welcome at the field, Sterligof said, had been "tremendous." It was "most kind" of Colonel Lindbergh to come to greet them, and it was that part of their welcome which impressed them most, the navigator added, while his comrades nodded agreement.

The *Land of the Soviets*, a Russian designed and built twin-motored plane, similar to the low-winged, full-cantilever Junkers of Germany, left Moscow on August 23 and arrived at Khabarovsk, Siberia, September 3, where it was delayed nine days. The wheels were replaced with pontoons and on September 12 the flight was continued. On September 18, in spite of bad weather and fog, it arrived at Petropavlovsk, Kamchatka, and three days later came down at Attu, most western of the Aleutians, after a difficult flight across the Bering Sea. On September 24 the Russians reached Dutch Harbor, Unalaska, and three days later made their first stop on the mainland at Seward. On October 3 they were forced down by motor trouble at Waterfall, Alaska, and there was another delay until a new motor could be installed. On October 13 they flew to Seattle, and from there proceeded down the coast to Oakland, arriving on October 20. Their next stop was Salt Lake City, and they reached Chicago on October 24. They stayed there four days and then flew to Detroit.

When the quartet of Soviet aviators landed at the end of their flight's last leg—from Detroit to Curtiss Field—they started the most exciting afternoon in the airport's history, according to *The Times*. Thus:

For a time there was turmoil and confusion on the field. The police fought back the crowd, and members of the crowd, many of them Russians carrying red banners, shouted "Cossacks!" at the police.

Since morning the crowd had been arriving. They came by motor-truck and bus, in taxicabs, by train, and some of them walked. There were mothers with babies in their arms. There were old men who stood apart from more excitable youths, and there were thousands who wore the red arm-band of the Friends of Soviet Russia.

Shortly after four o'clock word spread that the big, low-winged Russian monoplane was over New York, and excitement

SAFE from freeze-ups

no matter how cold the weather!

No doubtful uncertainty . . . No danger of damaging your motor!

OF COURSE you're taking steps to protect your car against cold weather! Radiator shutters, perhaps . . . heat in your garage . . . an anti-freeze in your radiator . . .

But do you sometimes wonder if you're *fully* protected? Does each new cold snap bring doubtful uncertainty?

There's absolutely no reason for worry when you have Denatured Alcohol in your radiator! You *always* know you are protected . . . just as you know you have oil . . . *because you check to see!*

Take another half-minute when you buy gas. Tell the man to look at your radiator . . . as he does regularly through hot months. He "reads" your solution with an Alco-Tester. Perhaps adds a bit more Denatured Alcohol if the weather threatens to turn colder . . .

And you drive away! Knowing that you are safe from freeze-ups! Sure that no unsuspected leak has cost you your protection! Knowing the exact degree of temperature to which your cooling system is protected!

For that's one of the many advantages of this safest of anti-freezes. You can protect yourself as much as you need to! Use more in severe climates . . . less for mild regions. And you pay only for what you use! Pay only for anti-freeze . . . no needless



special servicing charges to meet! Your motor is safe with Denatured Alcohol in the radiator. Even full strength Denatured Alcohol will not corrode metal or rot rubber.

Denatured Alcohol is backed by more than 20 years of successful and satisfactory use. It is approved by all car manufacturers and all makers of automobile radiators. Be guided by long experience . . . and play safe with the original and unsurpassed anti-freeze. The Industrial Alcohol Institute, Incorporated, Graybar Building, New York City.



NONE OF THIS sort of emergency work when you protect your car with Denatured Alcohol. You are always protected . . . and sure of it!



CHART GUIDES YOU. This Protection Chart, on display wherever Denatured Alcohol is sold, shows exactly how much Denatured Alcohol your car needs.



ALCO-TESTER SHOWS PROTECTION. Simple tests like this show you how fully you are protected whenever you want to know. No bother! No charge whatever!

SIX INDISPUTABLE FACTS

You've heard a lot about anti-freezes. Here are the real facts in the case . . . the indisputable reasons why more motorists use Denatured Alcohol than all other anti-freezes combined.

- 1 An entire season's supply of Denatured Alcohol usually costs less than half as much as one filling of certain preparations.
- 2 Denatured Alcohol is harmless to radiators, engines and electrical systems. It will not corrode metal parts and does not cause leaks.
- 3 No special servicing is required to make your car ready for winter. Just put Denatured Alcohol in your radiator as it is.
- 4 Every car manufacturer approves Denatured Alcohol, and the firm that made your radiator is also emphatic in its endorsement.
- 5 If your protective solution is lost through accident or carelessness, the cost of replacement with Denatured Alcohol is usually one-sixth that of replacement with certain other preparations.
- 6 You can get Denatured Alcohol anywhere, anytime. Service when you need it, wherever you are.

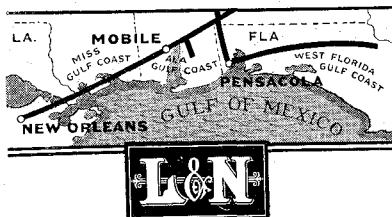
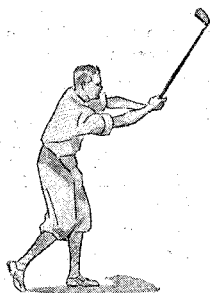
Save time and money with

DENATURED ALCOHOL

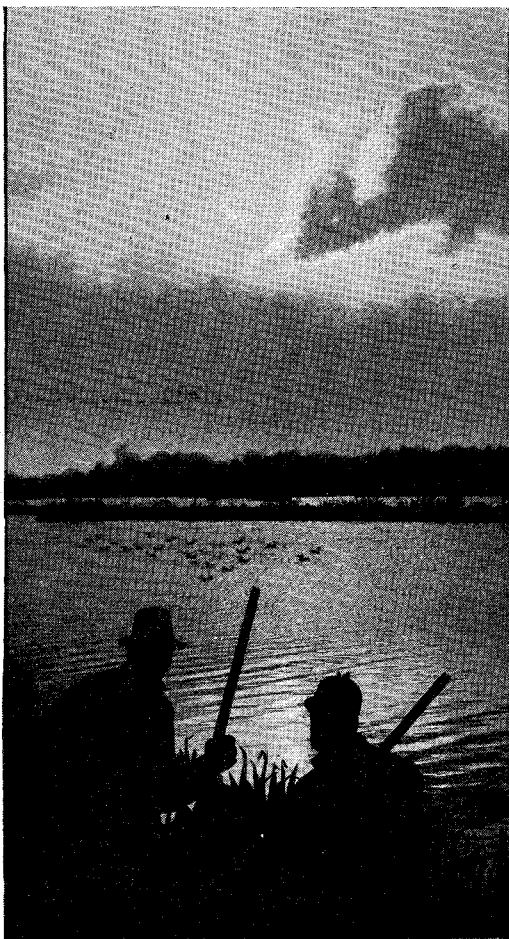
Hunt, Fish, Golf, —... in the Sunshine of the GULF COAST

where cold days are unknown, there is little rain, and every outdoor sport is at its finest. You can bring the whole family to rest, to play, or to recuperate, in the health-giving sunlight and gentle Gulf breezes. Something to see and do all of the time, including visits to the nearby Old-World cities of Mobile, Pensacola, and New Orleans. The Gulf Coast is one of the most beautiful sections of America. Giant, age-old oaks, state-pines, and a riot of semi-tropical vegetation skirt the deep blue waters of the Gulf.

Write R. D. Pusey, Gen. Pass. Agt., Louisville & Nashville R.R., Room 420-A, Ninth and Broadway, Louisville, Ky., for literature.

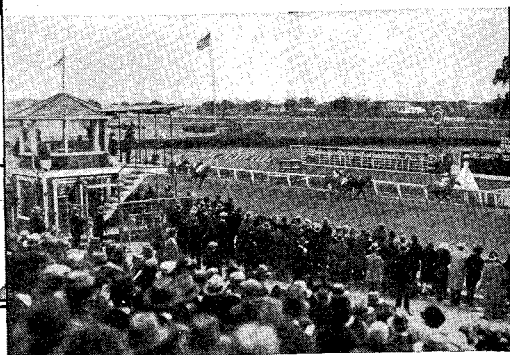


LOUISVILLE & NASHVILLE R. R.



No vacation land in all the world holds more historic interest than the Gulf Coast country between the Apalachicola River of Northwestern Florida and the quaint City of New Orleans. See the spot where, in 1699, d'Iberville first landed in Biloxi; visit the old forts built in the seventeenth century at Pensacola and at the gates of New Orleans; the Battlefield of New Orleans and the Cabildo, in which the Louisiana Purchase was effected; see the old cathedrals and antebellum homes; see the old pirate islands just off the Coast. Enjoy thoroughbred racing in New Orleans.

The Gulf Coast country is quickly and comfortably reached by fast trains of the L. & N. R. R.; from the East, the "Crescent Limited"; from the Central West, "The Pan-American" --- both trains of hotel completeness, with valet and maid service, showers, club, and observation cars, etc.



PERSONAL GLIMPSES

Continued

increased. Still, altho the crowd prest hard, it did not break the lines.

Then at 4:12 three big planes appeared in the west—the *Land of the Soviets*, flanked by two tri-motored Fords, the Curtiss-Wright Flying Service plane and the Wright Aeronautical Corporation's plane. A moment later the three all-metal giants roared across the field, and a tremendous cheer went up from the crowd.

Members of the committee of welcome carrying huge bouquets decked with red ribbons dashed across the field, and here and there bulges appeared in the long line of spectators which was increasing in size at the rate of hundreds a minute. Twice the *Land of the Soviets* swung across the airport in salute and then, coming in from the northeast, Shestakof brought it down for a perfect landing in the corner farthest from the crowd.

Then there was pandemonium and more than a little chance of serious injury to onlookers. But Pilot Shestakof, as we shall see, saved the day:

The committee and photographers started running toward it. For less than a minute the great crowd held its place, waving the red banners and cheering madly. Then at one end it surged onto the field like water over a levee. The police, helpless in the rush which quickly spread all along the line, strove to outrun the crowd and get to the plane first. Meanwhile, burly mechanics shouting, "Look out for the propellers," tried to delay the throng by energetic but futile football interference tactics.

Shestakof took in the situation and wheeled his plane away from the running, shouting crowd. The propeller blasts, driving great clouds of dust and sand into the faces of the spectators slowed them up, and the police afoot and on motor-cycles quickly formed between the plane and the crowd. For a time things were static, and the pilot seizing his chance whirled the big plane again, this time toward the hangar. Then the motor-cycle men, horns and sirens shrieking, drove into the crowd and cut a path for the plane. Shestakof kept close behind them, while his brother flyers stood up in the open top of the fuselage and waved and shouted to the crowd to keep clear.

It was a masterful bit of cooperation between the police, the Curtiss mechanics and the Russians that brought the plane into the hangar without injuring a person.

With the plane safely inside, the hangar doors were closed, but the crowd sought to brush past the police through small doors. There was pushing and struggling, and the policemen became aroused. One young lady made a speech and closed it with the word "Cossacks," and another epithet address apparently to Patrolman Frank Carpenter, former boxer. He quickly seized her and took her inside the hangar, while boos and hisses began to rival the cheers for the Soviet flyers who during this commotion were quietly being photographed inside. Another policeman found himself engaged in a fist fight.

The appearance of the flyers on the roof, however, again provided a diversion. A program of speeches had been planned, but was abandoned.

TO *everywhere* IN CANADA

YOU can board a Canadian National train at Montreal and travel to the Pacific or Atlantic coasts *without changing cars.*

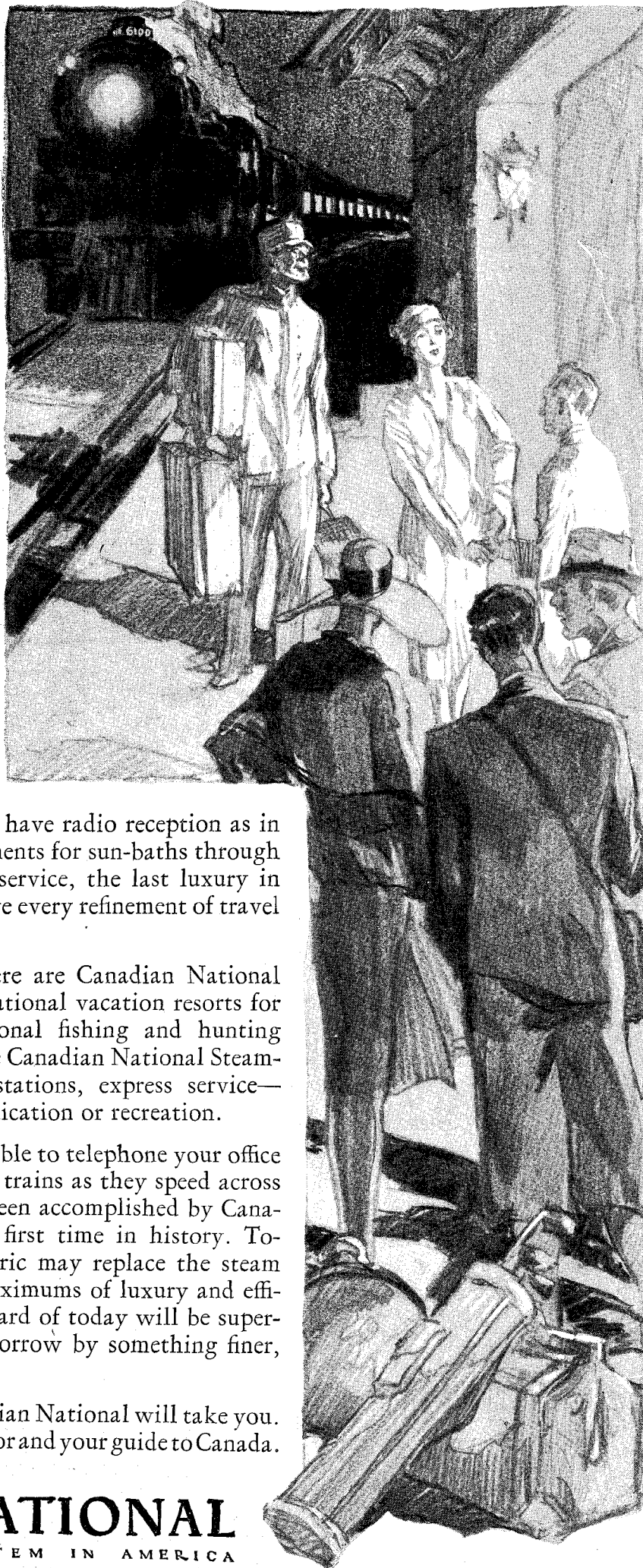
Canadian National is the largest railway system in America, with more than 23,000 miles of tracks and an army of 108,000 employees in its service.

On Canadian National trains you have radio reception as in your home, observation compartments for sun-baths through Vita-Glass, perfection of dining service, the last luxury in sleeping accommodation. You have every refinement of travel which men can build.

If you wish to stop en route there are Canadian National Hotels to serve you, Canadian National vacation resorts for your recreation, Canadian National fishing and hunting camps for adventure, and there are Canadian National Steamships, telegraph system, radio stations, express service—every service of travel or communication or recreation.

Tomorrow, perhaps, you will be able to telephone your office or home from Canadian National trains as they speed across the continent. Already this has been accomplished by Canadian National engineers for the first time in history. Tomorrow new marvels of oil-electric may replace the steam locomotives of today. All the maximums of luxury and efficiency which are the proud standard of today will be superseded by Canadian National tomorrow by something finer, better, greater.

To everywhere in Canada—Canadian National will take you. Canadian National is your open door and your guide to Canada.



CANADIAN NATIONAL

THE LARGEST RAILWAY SYSTEM IN AMERICA

BOSTON
333 Washington St.
BUFFALO
420 Main St.
CHICAGO
4 S. Michigan Ave.

CINCINNATI
49 E. Fourth St.
CLEVELAND
925 Euclid Ave.
DETROIT
1523 Washington Blvd.

DULUTH
430 W. Superior St.
KANSAS CITY
705 Walnut St.
LOS ANGELES
607 So. Grand Ave.

MINNEAPOLIS
513 Second Ave. So.
NEW YORK
605 Fifth Ave.

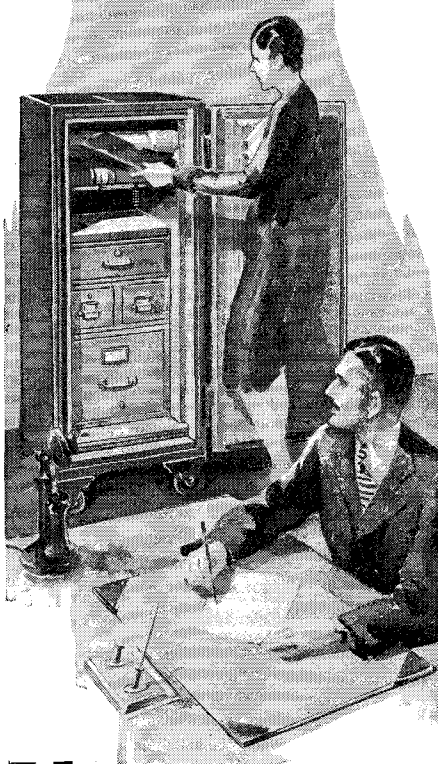
PHILADELPHIA
1420-22 Chestnut St.
PITTSBURGH
355 Fifth Ave.
PORTLAND, ME.
Grand Trunk Ry. Sta.

PORTLAND, ORE.
302 Yamhill St.
ST. LOUIS
314 No. Broadway
ST. PAUL
83 East Fifth Street

SAN FRANCISCO
689 Market St.
SEATTLE
1329 Fourth Avenue
WASHINGTON, D. C.
901—15th St., N. W.

"Y
and
E"

The "Y and E" trademark is the symbol of 49 years' leadership in the office equipment industry. It is the mark of quality—high standards of workmanship—integrity of purpose—constant service to customers.



You should have a personal safe

YOUR executive position deserves the convenience of having private business records perfectly safe—yet instantly available. Like a safety deposit box, this "Y and E" safe resists fire, theft and prying eyes. Here are 8.2 cubic feet of interior space in only the room of a swivel chair. The low cost of this attractive safe (in four finishes) is repaid through the immediate executive-action you can take.

Phone for the "Y and E"
Representative

When you contemplate rearranging the equipment or systems in your office, call in a "Y and E" representative. You will be surprised at the many new conveniences and ideas he can tell you about. Phone the "Y and E" store in your city or write us for more information on this and the many other "Y and E" safes available.

YAWMAN AND ERBE MFG. CO.

1134 JAY ST. ROCHESTER, N.Y.

Canada: The Office Specialty

Mfg. Co., Ltd., Newmarket, Ont.

Export Dept., 368 Broadway, New York, N.Y., U.S.A.

"Y
and
E"

OFFICE EQUIPMENT

DESKS / SAFES / OFFICE SYSTEMS AND SUPPLIES
/ / BANK AND LIBRARY EQUIPMENT / /

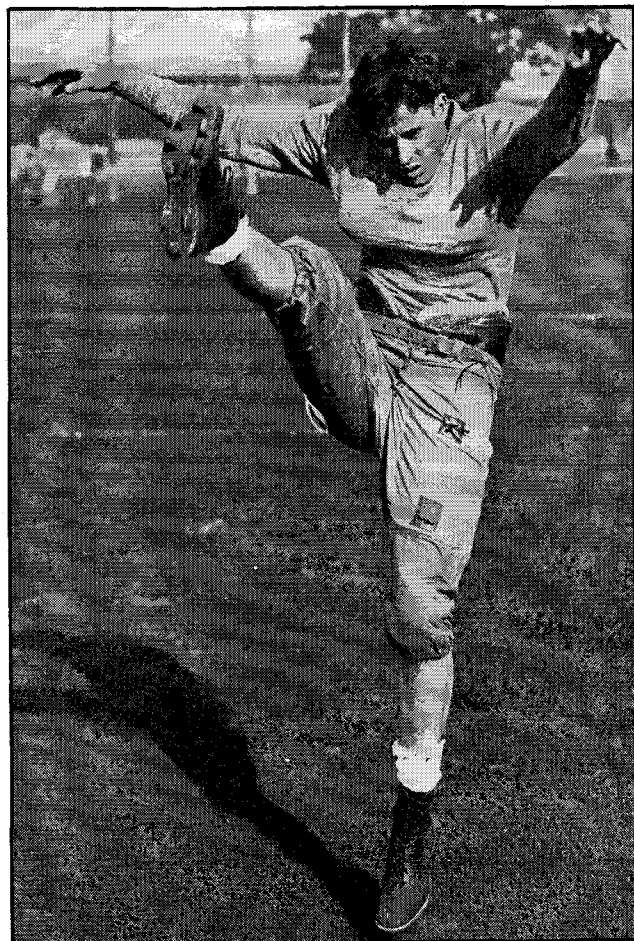
SPORTS - AND - ATHLETICS

ALBIE BOOTH, YALE'S BARE-LEGGED JUMPING BEAN

A SLIGHT little fellow whose legs were bare, altho he was in a football uniform, jumped up from the bench. He cast aside his blanket and began to limber up. At sight of him thousands of others—Yale rooters in the Yale Bowl—lost their apathy, jumped up, too, and fairly rent the heavens with their cheers. The little fellow trotted out on the field and called his team-mates about him in a huddle. "Let's go," he said, according to William Abbott in the *New York Evening World*. And how, the writer continues, the Bull Dog went! It made all the difference in the world, the difference between defeat and victory, that Albie Booth, Yale's diminutive, 144-pound back, who plays without stockings, and is called a "Mexican jumping bean," was on the field. Army was leading Yale 13 to 0 when Albie went into the game in the middle of the second period. He turned things upside down, changing the final score to 21 to 13 for Yale.

Albie Booth's performances on the grid-iron this fall have evoked plentiful recollections of the great stars of the past, but especially of the half-pint ones, like the legendary Frank Hinkey. After Booth made three touch-downs in the Army game there came the deluge of ballyhoo. Next on Yale's schedule was Dartmouth, and on the Dartmouth team was Al Marsters, one of the leading scorers in the country, and a star fully as bright as the tiny son of Eli. What would the two do in conflict with each other? asked the fans. The Yale-Dartmouth game practically disappeared, and the Booth-Marsters duel took its place. Nor was the public disappointed. Albie and Al performed magnificently in the game, which Yale won 16 to 12, altho the individual hero turned out to be "Hoot" Ellis of the Bull Dogs. This game, it is sad to relate, proved a tragedy for poor Marsters. His accidental collision with an unidentified Yale man in one play injured

his vertebrae; and altho it is not a permanent injury, it means that he will not play football again. But he has shown himself to be the best of sports. It was just a break of the game, he told his friends. Nevertheless, he can look back with pride and pleasure on what Grantland Rice, in the *New York Herald Tribune*, calls "the greatest five minutes any football player will ever



Wide World photograph

NO, NOT FROM THE RUSSIAN BALLET

It's little Albie Booth doing his stuff. Gentlemen of the eleven, like ladies of the ensemble, must practise their kicking.

know for many a day." But more of that later. For the moment let us turn to Booth's great work in the Army game, as described by Richards Vidmer in *The Herald Tribune*:

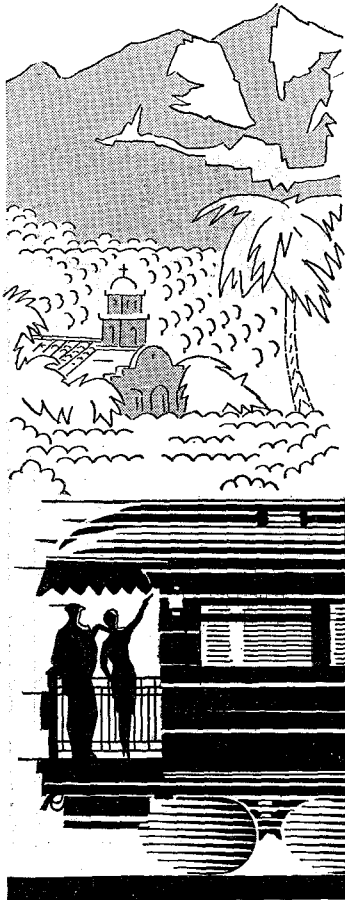
Whether or not it was a great game, Yale eleven, which came from behind to conquer the Cadets, was lost sight of in the individual exploits of the midget marvel. He alone was responsible for the 21-13 victory that sent the Army down to its first defeat. Before Booth entered the game, Yale was a beaten team, and Chris Cagle was a bright shining star. After he finished his day's work, Yale was triumphant and Cagle was just a half-back.

Through the first quarter and part of the second the throng of 80,000 thrilled to the performance that Cagle put on. They

Union Pacific



TO SOUTHERN CALIFORNIA— DE LUXE SERVICE AT NO EXTRA COST



The Los Angeles Limited—Union Pacific's famous train to Southern California—offers those extras which add so much to one's enjoyment of travel, *without extra fare*.

A de luxe, all Pullman, 63 hour train with barber, valet, bath, maid and manicure—with the highest standards of service, courtesy and cuisine—with an atmosphere of luxury and refinement—the logical choice of discriminating travelers.

Why not use this train on your next journey to California? One trip is all that is necessary to make you a regular patron of the Los Angeles Limited.

A fine train—a route of scenic grandeur—a roadbed noted for its smoothness! What more could be desired?

No Other Route Serves the West So Completely

LOS ANGELES

From Chicago—

Los Angeles Limited—De luxe all-Pullman, no extra fare. Club-observation car. Barber, maid, valet, bath. 63 hours. Lv. 8:10 P. M.

Gold Coast Limited—Club-observation car, standard and tourist Pullmans; chair cars. 68 hours. Lv. 2:30 P. M.

Continental Limited—Observation car, standard and tourist Pullmans; chair cars. 68 hours. Lv. 11:20 P. M.

From St. Louis—Kansas City

Pacific Coast Limited—Observation car service, standard sleeping cars; chair cars. Lv. St. Louis 2:00 P. M. Kansas City 10:00 P. M.

SAN FRANCISCO

From Chicago—

Overland Limited—All-Pullman, extra fare train. Club and observation cars. Barber, valet, maid and bath. 58 hours. Lv. 11:50 A. M.

San Francisco Limited—All-Pullman, no extra fare. Club and observation cars. Barber, maid, valet, bath. 63 hours. Lv. 8:20 P. M.

Pacific Limited—Observation car, standard and tourist Pullmans; coaches. No extra fare. 68 hours. Lv. 11:31 P. M.

Gold Coast Limited—Club-observation car, standard and tourist Pullmans; chair cars. 68 hours. Lv. Chicago 2:30 P. M.

From St. Louis—Kansas City

Pacific Coast Limited—Observation and standard sleeping cars; chair car. Lv. St. Louis 2:00 P. M. Kansas City 10:00 P. M.

DENVER

From Chicago—

The Columbine—De luxe train. Flower of travel comfort to Colorado. Limousine lounge-observation car, valet service, buffet soda fountain. Lv. 10:30 A. M.

Colorado Express—Club-observation car, standard Pullmans; chair car. Lv. 11:59 P. M. (Sleepers open 9:30 P. M.)

From St. Louis—Kansas City

St. Louis-Colorado Limited—Lv. St. Louis 9:03 A. M. Kansas City 6:15 P. M.

Denver Express—Lv. St. Louis 10:02 P. M. Kansas City 10:40 A. M.

Pacific Coast Limited—Lv. St. Louis 2:00 P. M. Kansas City 10:00 P. M.

PORTLAND TACOMA SEATTLE

From Chicago—

Portland Limited—Club-observation and standard Pullmans; coaches. The only 63 hour through train to Portland—no extra fare. Barber, maid, valet, bath. Lv. 8:30 P. M.

Continental Limited—Observation car, standard and tourist Pullmans; coaches. 68 hours. Lv. 11:20 P. M.

From St. Louis—Kansas City

Pacific Coast Limited—Lv. St. Louis 2:00 P. M. Kansas City 10:00 P. M.

The famous Overland dining car service is a feature on all these trains

C. J. Collins, General Pass'r Agent, Dept. 601
Union Pacific System, Omaha, Neb.

Please send me the descriptive booklets checked below.

- ☐ California ☐ Pacific Northwest
☐ California Escorted Tours
☐ Hawaii ☐ Colorado
☐ Death Valley—(California's unique winter resort)

If student, state age.....and grade.....

Name.....

Street.....

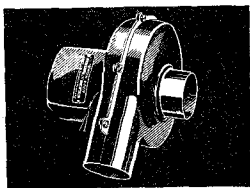
City.....State.....

Send this
Coupon for
booklets
and train
information

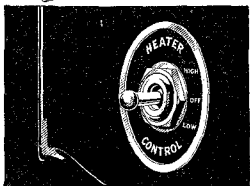
Union Pacific

THE OVERLAND ROUTE

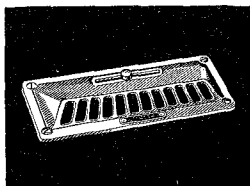
PHYSICAL and MENTAL COMFORT from a METALCRAFT HEATER



An electric blower is the "heart" of the re-circulating system; delivers instant heat, regardless of radiator shutters.



The three-way switch controls the speed of the blower, thus regulating the temperature of the car.



The artistic, polished aluminum registers (for front or rear compartments) have independent shutter controls.

YOU WANT a heater in your car that will keep you warm and comfortable. More than that, you want the satisfying assurance that you have selected the very best heater it is possible to obtain.

There's only one way to acquire this physical and mental comfort. Buy the Metalcraft—the world's finest motor car heater—the only heater which has all these outstanding superiorities: instant heat, regardless of radiator shutters and weather conditions . . . an electric blower that circulates and re-circulates warm, clean air . . . a three-way switch on the instrument board which regulates the speed of the electric blower and thus controls the volume of heat . . . both front and rear registers, of artistic design and finish . . . the approval and recommendation of the engineers who designed your car.

Note the cars listed below. If yours is among them, see your dealer . . . insist that he install a Metalcraft Heater and you will experience the highest degree of mental as well as physical comfort!

METALCRAFT HEATER CORP., GRAND RAPIDS, MICH.
CANADIAN METALCRAFT CORP., LTD., WINDSOR, ONT.
Subsidiaries of Grand Rapids Metalcraft Corp.

Metalcraft Heaters are now available through the following motor car manufacturers and their authorized distributors: Auburn—Buick—Cadillac—Chrysler—De Soto—Dodge—Durant—Franklin—Graham-Paige—La Salle—Marmon—Packard—Plymouth—Reo

METALCRAFT

THE WORLD'S
FINEST
MOTOR
C A R

HEATERS

SPORTS AND ATHLETICS *Continued*

cheered his great dash of fifty-seven yards after he had intercepted a pass which gave the Army its first touch-down. They praised his steady gains that kept the ball in Blue territory. And they still had something left for his running-mate, Hurtz Murrel, when he ripped through the Yale line and plunged on twenty-nine yards to the Army's second touch-down.

But after the Cadets had rolled up a lead of 13 points half-way through the second



Acme Newspicture

HARD LUCK FOR THE "SPECIAL-DELIVERY KID"

Thus Al Marsters is affectionately known by his team-mates and admirers. But now, it is feared, he has delivered his last touch-down.

period, Booth made his bow. In a flash the triumphant cheers of the gray-clad corps were silenced, Yale burst into paeans of praise, and the neutrals sat awed by his exploits.

There are no lengths of lauding or phrases of praise which would completely cover Booth's exhibition. There have been other great running half-backs in the great and long history of football, but neither Grange nor Caldwell, Thorpe nor the Army's own Harry Wilson, ever put on a show like young Albie Booth.

From the minute he entered the contest it was a different game. No longer was it a football game dominated by Cagle and his Army mates, but a game of tag in which it was just a question of how far Booth would go before he was caught.

He reeled away one touch-down before the second period had ended, in fact, in five plays after he entered the game. He carried the Blue to within striking distance three times, and he plunged over from the 1-yard line for Yale's second touch-down in the third period. As he added the extra points by drop kicks after each of these scores that second touch-down put Yale out in front by a point, but his greatest gallop was yet to come.

On the following kick-off he gathered in the ball on his own 30-yard line and

whirled seventy [some reports say sixty-five] yards to Yale's third touch-down. Every man in a golden Army jersey took at least one flying shot at him as he wheeled by. Some of them took two or three, but he was as elusive as a will-o'-the-wisp and as fleeting as a dream.

Over the cleat-scarred turf he tore, dodging one man here, sidestepping another there. He was forced to pause several times on his sensational course, but never did he halt. At times it looked as tho he had been pinned to the earth, but just when you thought that, a little bare-legged figure with a ball tucked tightly under his arm would be found suddenly shooting off at a tangent with the big and bulky Army men trying to surround him.

And now for Al Marster's great five minutes, before he passes from the gridiron forever. Mr. Rice tells us in *The Herald Tribune*:

Booth played a magnificent game of football to-day, and Marsters had the greatest five minutes through the third period any lone individual has ever known since Red Grange massacred Michigan, but the factor that turned the tide from Green to Blue was the magnificent charge and drive of the Yale line, flanked by ends who played up to the old standards of Yale ends from the bygone days of Hinkey, Shevlin, Rafferty, and Kilpatrick.

As the finish came in the fourth quarter, it might be said that Yale in a way, was lucky to win, and yet for at least fifty minutes of this wild, see-saw battle, the Blue outplayed the Green, and deserved to be on the winning side. The team that played the better football won to-day, beyond all question, in spite of the one great splurge that Marsters put on in the third quarter when he passed and ran his way to two touch-downs in less than five minutes, one of the greatest five minutes any individual star will ever know.

All through the first two periods "Yale outplayed Dartmouth at every point," and, we are told, Marsters seemed slow in devising a plan of campaign. For, the account continues:

Yale played seven and eight men on her line, and Marsters couldn't move; and with Marsters boxed and caged, little Booth was galloping all around the lot.

Then the third quarter broke. Early in this period Marsters, deep in his own territory, tried a slash off the tackle, and the ball bounded from his arms into the waiting grip of Alpheus Beane, a Yale back. Mr. Beane said, "Much obliged," circled around and sprinted twenty-two yards for a touch-down. Yale was now leading 10 to 0. The issue seemed to be settled.

The Blue defense had bottled up Marsters, and Green banners were dropping in the gathering mist. And then the great Marsters came back to life. He had seen Booth, one of his rivals, carry off all the honors. He had made the fumble that gave Yale her touch-down. And at this moment Dartmouth had the ball on her own 17-yard line, eighty-three yards from the Yale goal.

Up to this point no one on the Dartmouth team had sensed the fact that Yale was playing seven and eight men on her line. Here Marsters swung back, far back, running to his own goal line. Here he whirled and threw a great pass down the field. For fifty-three yards this pass whirled on its way until it passed every man on



The CHOSEN land of thousands from other states. Let California tell you why, this winter

What is the secret that each year brings throngs of new residents to California? Many of your friends and neighbors have come to live. First they came to visit. Thousands of others who have been here once or twice are even now waiting for the propitious moment for the move. That is how California has been settled, by travelers who found here the end of the road, the homeland they sought.

There are two chief reasons for California's lure. One is the Springtime that is in the air at every season. Winter is as summer, children playing in the sunshine and their parents living out of doors. The same sports summer and winter, plus the special gaiety of the winter social season. San Francisco, cosmopolitan and joyous. World port. The largest Chinatown outside of China. A definite personality that wins the hearts of those who have seen many cities.

Yosemite and Lake Tahoe, nearby, provide winter sports. They are deep in snow and never lovelier than in winter. Del Monte, bathed in sunlight, green and beautiful. Spectacular golf courses, two along the rocky coast, one cut through a virgin forest and the fourth beautifully landscaped on a rolling plain. Yes, these are reasons why so many choose to live in California.

Another reason is opportunity. San Francisco serves the 11,000,000 people west of the Rockies more quickly and cheaply than any other city. Her port is the natural gateway to the lands bordering the Pacific, in which 900,000,000 people are rapidly awakening to modern wants. San Francisco is the headquarters city in a region rich in natural resources.

Business success is no easier here than elsewhere. Competition is keen for many have already seen the vision of a great future. The same requisites are necessary for success in San Francisco as in any other city. But for those who are already winning success somewhere else, California offers a brighter, fuller, freer life. They are the kind of people who are coming to live. For them the future holds brilliant promise.

You have long dreamed of California. Why not come this winter to enjoy a month or two of lovely Springtime? Perhaps you, too, will feel the charm and see the promise of this western country.

As an aid to your plans, you may obtain a new, illustrated book, "San Francisco—in California—Where Life is Better," which tells more fully this story of California. Send the coupon.

SAN FRANCISCO

Send now for your copy
of the 32 page booklet—
profusely illustrated

CALIFORNIANS INC.
Dept. 311

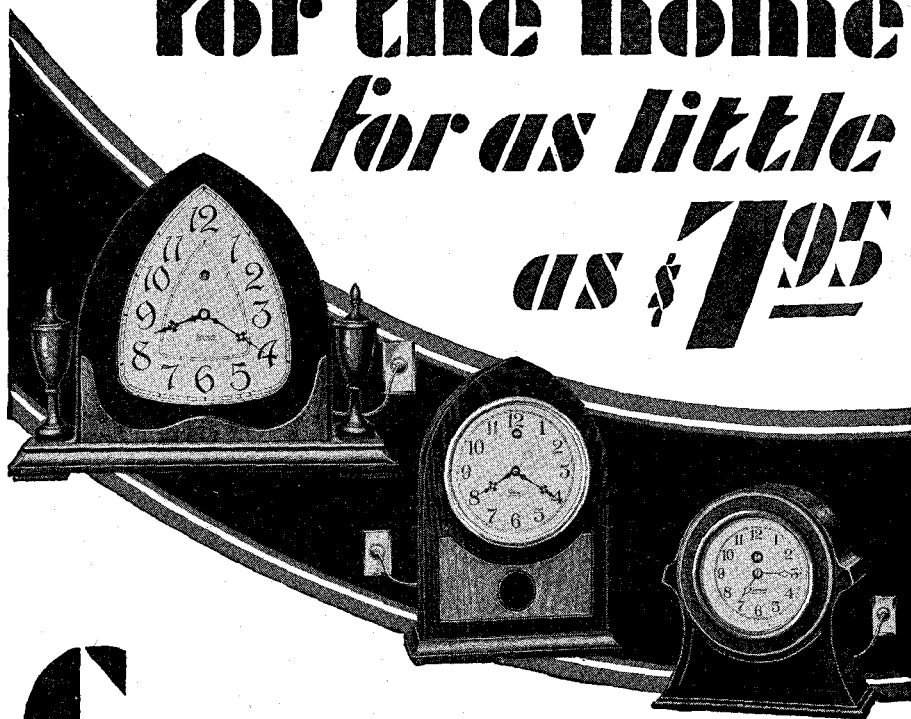
703 Market Street, San Francisco

You may send the free book, "San Francisco
... in California—Where Life is Better"

Name.....

Address.....

Electric Time for the home for as little as \$7.95



Correct Time from your light socket

NOW electric time is available at a price within reach of every home. Kenmore Electric Clocks, priced as low as \$7.95, bring you all the advantages and conveniences of this new electric time service supplied by your electric company.

Electric time is official time, always absolutely correct. Kenmore Electric Clocks never have to be wound or regulated—they are kept absolutely accurate by the synchronous time service your electric company is sending day and night over the electric light wiring in your home. Kenmore Electric Clocks contain no springs, pendulums, or other mechanisms of the ordinary clock. They do not even "tick". They operate silently, constantly, accurately.

Whether you use it or not, electric time service is coming into your home now. All you need to utilize this valuable new service, is one of the many Kenmore models. No installation is necessary—simply plug the Kenmore into any light socket. Dealers the country over are offering a complete line of handsome models for every room in the home. See them. Or, if you desire, we will send you free a beautifully illustrated booklet, showing all models in full colors. THE KODEL ELECTRIC & MANUFACTURING COMPANY, 517 E. Pearl Street, CINCINNATI, OHIO.

Kenmore

SPRINGLESS
ELECTRIC CLOCKS

No winding No adjusting Always accurate

SPORTS AND ATHLETICS *Continued*

both teams. In a final spurt Booma, the Dartmouth end, brought it down with a clear field ahead. But he slipped and fell.

On the next play Marsters threw a pass to McCall, who made a great catch and ran to Yale's 17-yard line. One line play failed, and then Marsters threw another pass to McCall on Yale's 15-yard line, and with Booth drawn out of the play, McCall went over the line for a touch-down. In four plays Marsters's passes had covered eighty-three yards for a touch-down.

Dartmouth kicked off and Austen, of Yale, fumbled on his own 33-yard line. Andreas dived for the ball and covered as the Dartmouth stands broke into a vocal cataclysm that shook the big Bowl. It took Marsters just three plays to carry the ball thirty-three yards across the line. He sprinted around Yale's end, he hit the line for a long gain that carried the ball to Yale's 3-yard line and then he drove his long, lean body across the line for the second touch-down.

It is a difficult matter to say which of these two players was the better in the game where they were pitted against each other. So many details must be considered in forming a judgment that there is room for many view-points. Some experts vote for Booth, some for Marsters, as Dick Williams reminds us in the *New York World*. Mr. Williams believes that Booth had the edge. Not because we incline one way or the other, but because this writer considers more factors, we quote from his analysis:

Need it be repeated that Booth gained 268 yards during the day? Of this total he was deprived of forty-three yards when an official detected a Yale man in the act of sinking his teeth in the calf of a Dartmouth leg while both lay on the ground thirty yards behind the point to which the play had progressed.

Young Booth outkicked Marsters all day long. As a matter of fact, the Dartmouth wizard was anything but a capable punter. His boots were bobbing out of bounds after trips of from 20 to 40 yards. Only once did he get off a really good punt. That one sailed over Master Booth's headgear, but the tiny tad caught it over his shoulder and ran it back forty-six yards before one of his mates got snarled up with him and chased him into a convention of alarmed Dartmouth tacklers.

Marsters gained ninety-four yards during the day, lugging the ball. He did, however, pick up about 112 yards for his team by means of some sizzling forward passing that caught the Yale defense unawares and all but won a football game for the White and Green jerseyed speeders from the North.

On the contrary, young Mr. Booth's passing was not so elegant. He seemed to be overshooting. Those Yale ends and Yale backs didn't appear to cover as much ground as the little feller's judgment told him they should have. He constantly overpegged them, and once or twice his badly aimed heaves resulted in interceptions that might have been disastrous.

There is no comparing the ability of the two men as broken field runners. Marsters made about fifty yards running back punts and kick-offs. Only once did he gain substantially, and that was when he reeled off

a forty-yard sprint. Booth must have gained 100 yards on his runbacks, and not once was he stopt without some sort of gain from the exchange except when he elected to ignore the ball and allow it to roll outside to be downed by a Dartmouth player.

Save for his brief flare-up in the third period, Marsters did not gain consistently from scrimmage. That Yale line was sifting through the rangier Northerners and downing the Indian star before he could get under way. Once, when he did seem to be cutting into the Yale line, he was hit so hard by Austen and Vincent that the ball flew from his hands and was converted into a touch-down, a fumble as disastrous as that of Ned Austen, which gave Dartmouth its second touch-down.

If Booth was a great runner, he was a greater kicker, this admirer remarks as he continues:

His punts arched high into the gray heavens, drifting ghostily through the fog, seeming to hang suspended as those berserk Yale ends and the amazingly mobile Fay Vincent and Phillips galloped down under them to form a reception committee for the harassed Marsters. Once, standing on his fifty-five-yard line, Booth kicked for the corner of the field. The ball struck about a yard inside on the eight-yard line and then took one of those crazy bounds that a football, striking on end, will take, and squirted back into the field and over the goal line. This, to be sure, caused it to be brought out to the twenty-yard line, but it wasn't the fault of Booth. Had the ball continued in the normal, healthy way of orthodox footballs, it would have skipt out on about the four-yard line, a perfect coffin-corner punt.

Al Marsters at his best, according to George Trevor in the *New York Sun*, was "a riot, a 'wow,' an 'injin rubber idjit on a spree.'" One swallow doesn't make a summer, but this boy Marsters comes close to making a football team, Mr. Trevor wrote after the Dartmouth-Harvard game and before the player's injury. Continuing Mr. Trevor's account of Marsters's style of play, as exemplified in this game:

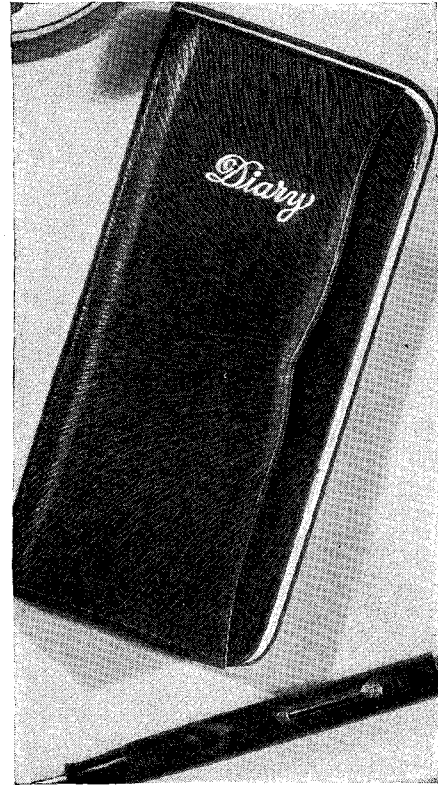
He lifts his eleven by its bootstraps, strikes stark terror into enemy hearts. He is a slim-waisted sword of Damocles suspended over the heads of rival tacklers. There is no rest for them as long as he is on the field. Even when they smother him three successive times they feel in their hearts that he will twist free for a touch-down on the fourth attempt. You, perched high in the stands, feel it too.

There is that about Marsters's style of running which chases prickly tingles up your spine, that makes you catch your breath and swallow your tonsils! Wah-hoo-wah, what a man!

See! There he stands behind the crouching Dartmouth line, poised, eager, relaxed, his huge hands drooping limply. His is the gift of relaxing between plays, of conserving energy for the next explosive burst.

Signals! The ball is snapt. His muscles tense like a tightly wound spring. Zip! He leaves the mark like a Paddock—bending from the hips as he picks the ball off his shoestrings and heads forward. Mark you, we said "forward." Red Cagle may circle backwards or side sideways preparatory to advancing, but Marsters never back-pedals, drives ahead always—ahead—legs

A DIFFERENT GIFT



for
those difficult men

IF HE SMOKES, plays cards or golf—then everybody will take advantage of that, and his Christmas will be a deluge of cigarettes, books on bridge and golf balls. If he doesn't do any of these, what on earth can you give him? In either case, you will give him something different, something distinguished, something to be remembered with pleasure—if your gift is a Standard Diary.

The diary illustrated is very smart, bound in leather. It fits the vest-pocket, and is just what a man needs for "jotting" down those hasty promises, business engagements, and all the hundred things that jostle his mind on busy days. It costs but two dollars, and your regular stationer is almost sure to have it, along with many other beautiful Standard Diaries; some that cover five years of events; others for one year; diaries with lock and key that are really "private." Send for our illustrated booklet. If your stationer can't supply you, send us your check or money-order.

STANDARD DIARIES

To your dealer or

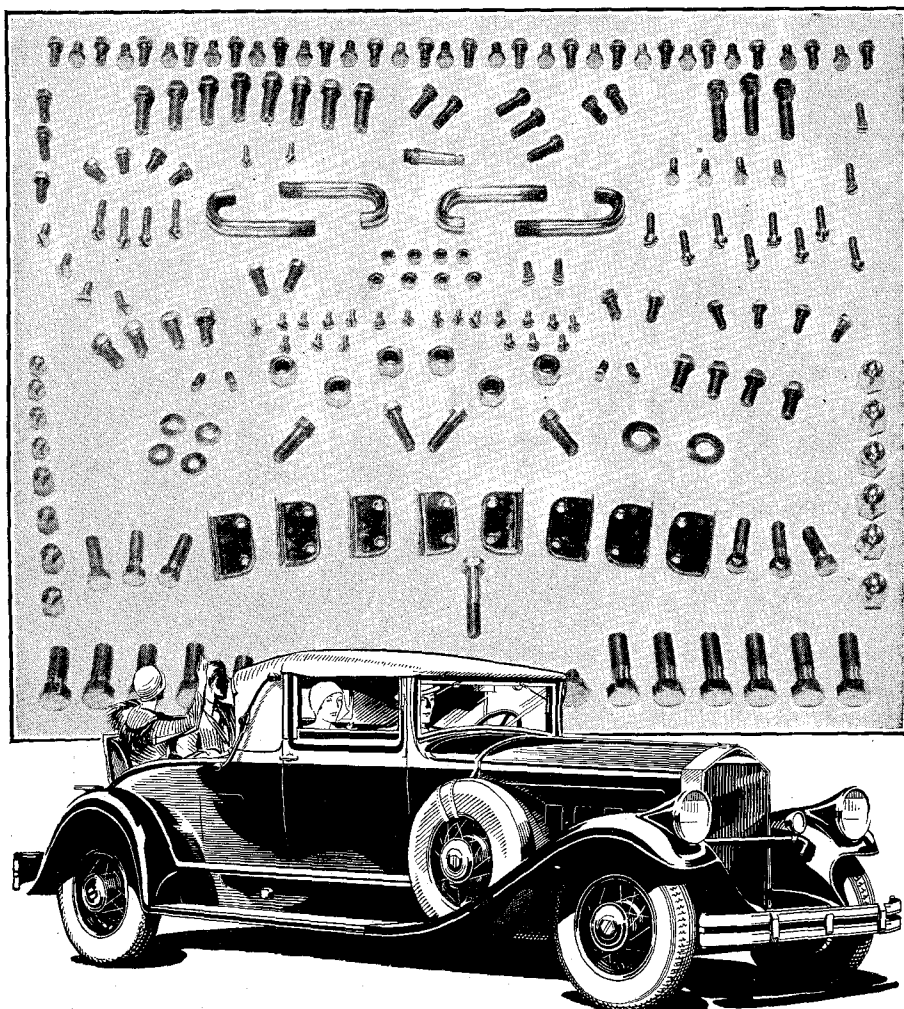
THE STANDARD DIARY CO., 26 Blackstone St., Cambridge, Mass. Dept. A-1

- ☐ (1) Enclosed find \$2 (check) (money-order) for Standard Diary, No. 743, illustrated above.
- ☐ (2) Send booklet of Standard Diary line.

Name _____

Address _____

PIERCE-ARROW



Nearly 300 Parts
of this Foremost American Car
now made of
CARPENTER STAINLESS STEEL

WHEN you see the bright and shiny bolts and screws on the new Pierce-Arrow models, remember this: their lustrous beauty is *permanent*. For virtually every bolt, nut, or screw that is exposed to the weather is made of Carpenter Stainless Steel.

There will be no brown rusty streaks to mar the beauty of your car . . . none of those unfindable squeaks that lurk in a rusty bolt. And this freedom from rust is not the temporary freedom of a mere plating, for Carpenter Stainless Steel is stainless from surface to core.

Carpenter has developed a grade of stainless steel for every need . . . stainless steels that form readily and stainless steels that are easy to machine, grind or polish . . . stainless steels that are practical and workable.

If you manufacture a product that could be improved if made from stainless steel, write us for the right grade to meet your particular need.

THE CARPENTER STEEL COMPANY, Reading, Pa.
Tool and Alloy Steels Exclusively

Carpenter
STAINLESS STEEL

SPORTS AND ATHLETICS
Continued

thrashing, knees churning—hips shimmying à la Gilda Gray.

Now he is sweeping hell-bent toward the flank, shadowing his unsparing interferers. Observe how craftily he makes use of "cover," how artfully he adapts his speed to the pace of his colleagues.

Crimson arms clutch for him. Marsters brings his knees to the level of his chin like a blue-ribbon harness pony, at the same time switching his hips so violently on their axis that the tackle is broken.

Albie Booth, the "Mexican jumping bean," lives in New Haven, the seat of Yale. There he is a home-town boy who has made good, according to a copyrighted North American Newspaper Alliance article which describes his personality. Dipping into parts of this account:

He's a quiet workingman's son, and he isn't "stuck up." He was born twenty-one years ago, the second son of three. An older brother, Bill, also a Yale student, was graduated three years ago. Bill, too, was athletic, but he had no time to make the varsity. He played on the squad, however, giving what time he could spare. Bill was an outfielder on the Yale baseball team.

So much for background.

"Perhaps you'd like to get the rest from Albie," suggested Paul Barnett of the athletic department. "He rooms in Van-Shef dorm."

There a short, compact young fellow, freckled, hair parted carelessly in the middle, tossed a sailor's cap on a trunk and slept out.

"Booth? That's me," he said gruffly. A Harvard man might have improved the grammar but hardly the handshake that Albie gave.

"Come on in. You don't mind waiting while the photographer finishes?"

He excused himself and posed in no fewer than twenty different ways. Finally he went down-stairs to pose in the sunlight. The youth with the camera packed up presently and in an aside confided:

"Say, you can just put it down in your note-book, here's one football hero who's no snob."

"You've played football?" Booth began. "Well, then you'll understand when I tell you that I'm not too keen on all this individual praise. You know, I know, and the coaches and a good many of the spectators know, that unless our line had opened up out there Saturday, and if the interference hadn't taken the Army tacklers out, I couldn't have made those runs.

"Before you ask any questions, I'd like to say that it was the boys in the line and our wing backs who interfered for me that licked Army. Put that up in front, will you, please?"

He pulled his feet up in the chair, his husky shoulders almost bursting through a brown sweat jacket pulled over a white shirt. Nothing particularly collegiate about his dress. Nor his looks. A typical boy of twenty-one, but physically hard and wiry as bamboo.

"What was your longest run?"

He thought a moment.

"About seventy-three yards—that was the one Ned Austin helped me on. He took out the next to the last tackler. He'd have gotten me sure."

WILL SECRETARY ADAMS RACE LIPTON FOR THE AMERICA'S CUP?

MILLIONS for defense! When that genial British sportsman, Sir Thomas Lipton, announced his intention of making a fifth attempt to win the *America's cup* by pitting his new yacht, *Shamrock V*, against an American craft in September, 1930, he started something. Four groups of wealthy Americans, we read, are building as many yachts. Each group hopes that its boat will be picked by the New York Yacht Club to defend the cup. And, according to Harry Goldberg, in a copyrighted article in the *Philadelphia Public Ledger*, each group will spend upwards of \$500,000. While the four American crafts are under construction, yacht-racing enthusiasts have something else to speculate about. Who will be skipper of the American entry in the race at Newport, Rhode Island? A number of men are qualified, and among them is none other than Charles Francis Adams, Secretary of the Navy, who, sailing the *Resolute*, defeated Sir Thomas in his last trial for the cup, and is one of the best-known Corinthian skippers in the nation. He has a large following that insists that he is the logical choice.

Sir Thomas has four times tried to wrest the cup from America, where it has been since 1851. All of his attempts have been marked by high good humor and fine sportsmanship, it is universally agreed. So it is not surprising to find the baronet saying, as reported by Mr. Goldberg, "America would be just as pleased if the *Shamrock* took that cup away as England would be pleased to receive it." For Sir Thomas is popular among his rivals. He has built and used four yachts in his efforts to win the trophy—*Shamrock I, II, III, and IV*. Now *Shamrock V* is on the way. Sir Thomas plays a lone hand. But America will have four craft to choose from. Mr. Goldberg tells us of the mobilization of this quartet:

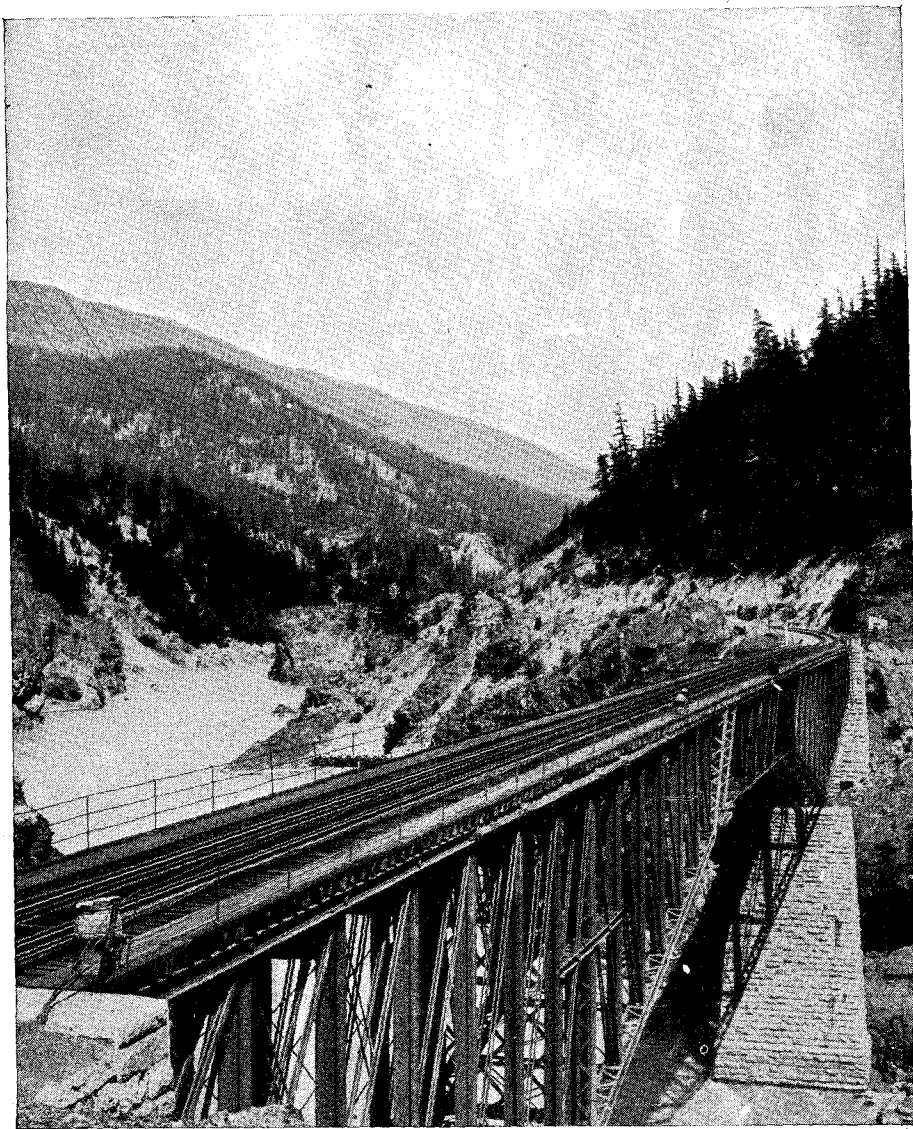
Harold S. Vanderbilt and Vice-Commodore Winthrop W. Aldrich have organized a syndicate, and ordered a boat to be designed by W. Starling Burgess. George Nichols and Junius S. Morgan, Jr., head another group, whose boat will be designed by Clinton H. Crane. Another syndicate, headed by John S. Lawrence and Frank C. Paine, of Boston, is arranging to build a yacht at Lawley, designed by Paine, while Paul Hammond and George Pynchon are members of a fourth group which hopes to build a boat designed by L. Francis Herreshoff.

Each of these boats will be in the seventy-six-foot-rating class, and the cost to each syndicate will be upward of \$500,000. After the yachts slide off the ways they must be taken out to sea for trials as to speed and handling.

The rules limit the men on board in the challenge races to thirty-one. In ordinary racing the crew would consist of about eighteen men, but for America's Cup races they will probably carry twenty-five paid hands and three or four amateurs and executives.

Suitable crews are difficult to obtain,

THE MATCHLESS GRACE OF METAL



SOMETHING about the nature of a small bridge fits it perfectly to the character of steel. A graceful leap across a stream, an arc swung in perfect symmetry from bank to bank . . . these are gestures that require the gallant, unencumbered confidence of metal.

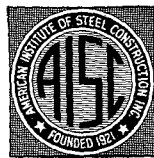
Structural steel is strong and secure without the hindrance of bulk. Its fitness allows greater artistic freedom in design. Its known strength permits complete assurance in its use. Steel bridges may be inspected, repaired, rebuilt, removed more easily than any other type of bridge.

Steel brings its true permanence, its unequalled

adaptability, its immediate and continued economies to the erection of a bridge or any other structure.

The Institute has prepared a series of non-technical pamphlets covering practically every kind of structure. Let us send you gratis the pamphlet devoted to your type of building. Write today.

The co-operative non-profit service organization of the structural steel industry of the United States and Canada. Correspondence is invited. 200 Madison Ave., New York City. District offices in New York, Worcester, Philadelphia, Birmingham, Cleveland, Chicago, Milwaukee, St. Louis, Topeka, Dallas, San Francisco.



STEEL INSURES STRENGTH AND SECURITY

AMERICAN INSTITUTE OF STEEL CONSTRUCTION, INC.

STRUCTURAL STEEL CREATED THE SKYSCRAPER

Pay Nothing

— Just present coupon below to your grocer! Good for full-size package at all grocers'

We're Giving FREE



FULL-SIZE PACKAGE OF

Pettijohn's WHOLE WHEAT

HERE'S a chance to change your breakfast for three weeks at no cost. A full-sized package of Pettijohn's—the whole wheat cereal—free to you, when you present the attached coupon to your grocer. We pay him. You pay nothing.

Your breakfast starts the day right—or wrong. Sluggishness, irritability, headache is often due to body disorders which could be corrected by the right food!

Pettijohn's is a whole wheat, the pure grain—with all its calcium, phosphates, iron; its vitamin content unimpaired; its nutritive carbohydrate and protein.

Pettijohn's is cooked, ready to eat, in 3 to 5 minutes. Try it. Get your free package today.

FREE COUPON

Good for Full-Size Package

Fill in your name and address, clip, and present to grocer.

Name

Address

MR. GROCER

The Quaker Oats Company hereby promises to pay you the full retail price of a package of Pettijohn's on presentation of this coupon to The Quaker Oats Company, 80 E. Jackson St., Chicago, when duly signed by the person who receives the free package. Only one to a family.

No payment will be made to coupon brokers. No coupons redeemed after November 15, 1929.

THE QUAKER OATS COMPANY

SPORTS AND ATHLETICS

Continued

for the craft of sailormen is disappearing with the increase of power-boats. Yachtsmen despair of finding skilled Americans, so descendants of the Vikings of Scandinavia, who still know how to handle sail will, in all probability, be recruited for the races.

Sir Thomas's challenge was officially issued by the Royal Ulster Yacht Club to the New York Yacht Club, which immediately set about looking for a defender of the cup. The choice will not be known until after the trials next summer, a short time before the race. As we read in the New York *Evening World*:

The first cup race, on Saturday, September 13, 1930, will be over a windward and leeward course, established nine miles southeast of the Brenton Lightship, off Newport. The next will be over a triangular course, ten miles to a leg for a total of thirty nautical miles, and so on alternately. The course will be approximately off Seconnet River on the Narragansett shore. Contrary to expectations, there will be no difficulty for spectator vessels which may desire to follow the races. The location has been visited numerous times by small vessels. Still they may provide a problem for the committee of patrol.

After the first race the series will be continued on each succeeding day, Sunday excepted, providing each contestant is willing to compete as scheduled.

Tho the selection of the American defender will not be formally announced until the first week in September, the boats will be under official observation from early in July. They will go through a tuning-up process between July 1 and 19 off Newport, and also during the cruise of the New York Yacht Club, which generally commences the first week in August. The actual trials to determine the defender will be held between August 20 and August 30 off Newport, on courses which will approximate those of the cup races.

In addition to the formal "observation" dates announced, it is likely that the sloops will be under canvas on the western end of Long Island Sound some time in June, and possibly in Eastern waters around Marblehead, Massachusetts. There has been some talk of the Eastern Yacht Club's postponing its annual cruise and instituting a "race week" for the quartet of cup yachts.

The coveted trophy has been in America since 1851, when an American boat showed its heels to eighteen rivals in a race around the Isle of Wight, we read as we return to Mr. Goldberg's *Public Ledger* narrative:

Since then there have been thirteen attempts to retrieve the trophy. The first took place in 1870, when the challenger, *Cambria*, raced the whole fleet of the New York Yacht Club, and came in tenth.

On Sir Thomas Lipton's first attempt, in 1899, the *Shamrock I* was beaten by the *Columbia* in three straight races. In 1901 the *Shamrock II* was sent against the *Columbia*. Two years later Lipton's *Shamrock III* was defeated by the *Reliance*.



• No colds or throat troubles this winter •

SO many people dread the coming of winter because of the colds and throat troubles it brings. But if the passages of nose and throat are kept in healthy condition, your sufferings from colds will be greatly lessened.

Doctors say that lubricating these passages is a great preventive, as it wards off irritation and keeps the germs from getting a foothold.

"Vaseline" Petroleum Jelly is ideal for this purpose. It is a pure natural substance that is remarkably healing in its action. A little snuffed up the nose will spread all over the membranes and protect them against damp air, dust particles and germs.

If the voice is husky, the throat sore or rough, a little "Vaseline" Jelly taken internally will be a big help. Thousands of people have found it beneficial. It is so pure that anyone can take it internally.

Lay in a supply of "Vaseline" Jelly for the winter season. It can be bought in jars or tubes for a few cents anywhere in the world. Certainly it is an easy, safe, economical preventive.

And remember, when you buy, that the trademark Vaseline on the package is your assurance that you are getting the genuine product of the Chesebrough Mfg. Co., Cons'd.

© Chesebrough Mfg. Co., Cons'd, 1929

Vaseline

REG. U. S. PAT. OFF.

PETROLEUM JELLY

Sir Thomas pondered on the subject of continuing the battle, and as the result of his deliberations the *Shamrock IV* started for America in 1914, just as the war got under way. She went into dry-dock until 1920, when the *Resolute* came out to meet her.

Sir Thomas thought he had his hands on the trophy. Twice the *Shamrock* came breezing in a winner.

"I have looked forward to this moment for twenty-one years," he said. But his hopes were dashed when the *Resolute* walked off with the last three races.

There is one noteworthy change in the rules for the forthcoming race as compared to the rules governing former races—there will be no time allowance, a handicap formerly worked out in each race under the succeeding rating rules in force in the New York Yacht Club at the times of the races. Formerly the competing yachts might vary considerably in displacement, length, and sail area, making some sort of handicap necessary. For the forthcoming race, however, it has been agreed that both yachts shall be of the seventy-six-foot rating, thereby eliminating all handicaps, which, at best, are always unsatisfactory.

In 1920 New York Harbor traffic and a heavy film of oil on the surface, made the Sandy Hook course unsatisfactory, so the waters off Newport were chosen as the most ideal place for the race.

The *Shamrock V* will be cutter-rigged, and will be constructed within the limits of the seventy-six-foot rating. The *Shamrock IV*, the last challenger, was sloop-rigged and seventy-five feet on the water-line.

Since winning the cup race the rig of the *Resolute* was changed to that of a schooner, but while she was laid up for the winter her rigging has been changed back to that of a sloop.

Both the *Resolute* and another old champion, the *Vanitie*, may be out for the trials, but there have been many changes in the science of marine architecture since they were built, and it is generally believed among yachtsmen that they would not be fast enough to compete with the new types of craft which are being planned.

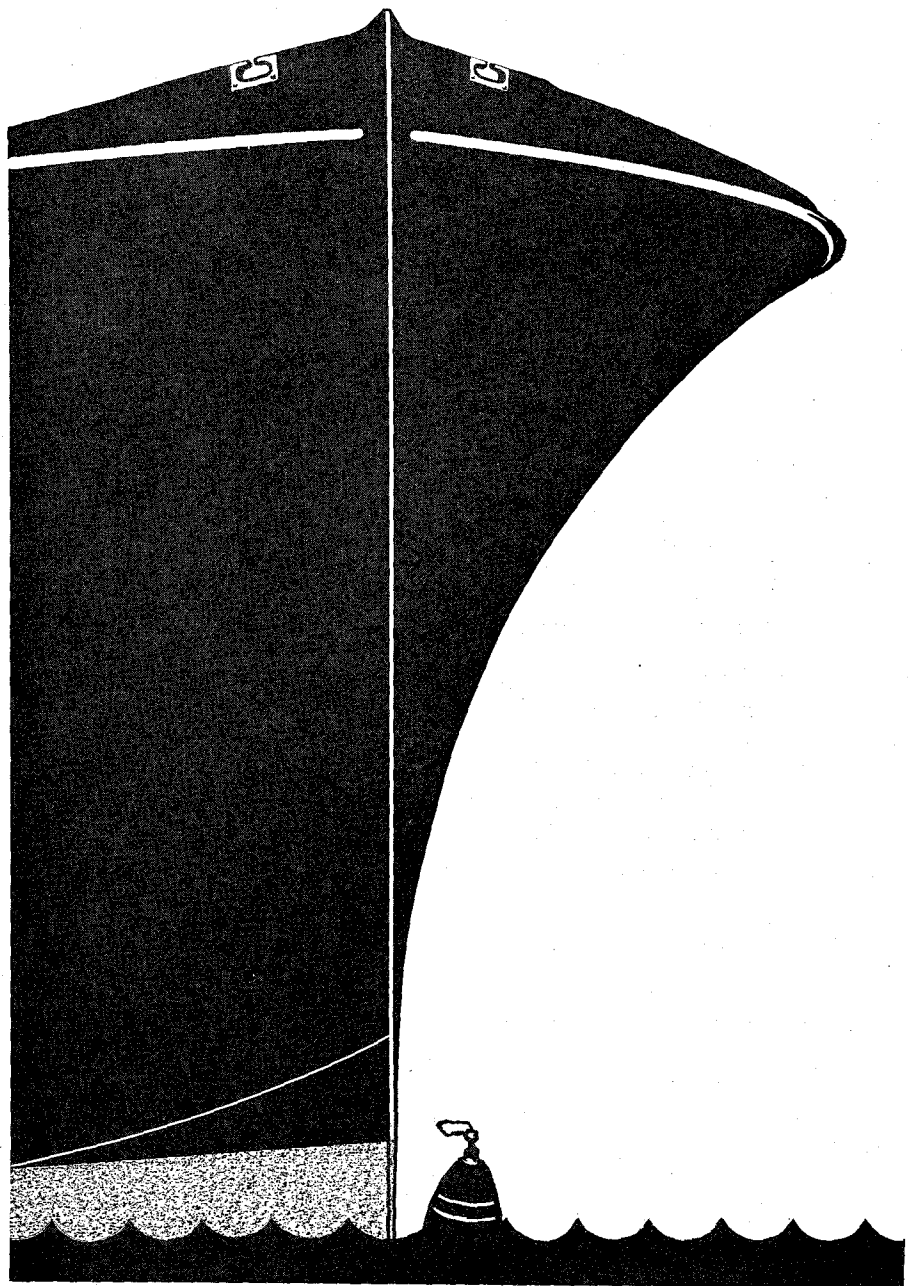
Under the old rules "the designers, anxious to get every bit of speed and sail out of the boat, usually produced what were, to some extent, nautical freaks," says the writer as he proceeds to tell us something about racing craft:

The yachts have been fragile and easily injured. The *Resolute* and the *Vanitie* had hull plates three-sixteenths of an inch in thickness, and their decks and interiors were cleared of every ounce of unnecessary weight.

There were no rails, the masts did not have the sturdiness of yachts built for seaworthiness as well as speed, and leaks were not uncommon.

No quarters for the crews were built under the deck. The only space allotted for use was required as a sail loft. Under the new rules Lloyd's regulations are accepted as to factors of strength in hulls, plating, and ribs.

However, the new boats will also be kept as free as possible of any superfluous gear, and altho a skeleton crew will remain aboard the cup ships, tenders will have to be provided to accompany the yachts and care for the crews.



The NEW FLAGSHIP of the CHRIS-CRAFT FLEET

Aristocrat it is, in line and fitment, fleet, streamline, luxurious throughout. Even Chris-Craft, the largest organization of its kind in the world, can offer but thirty of these 48-foot wonder ships in 1930. Only thirty can be built to the standards set for this flagship of flagships.

Naturally, those seeking the ultimate in a craft that is fleet as the wind yet may be controlled by a boy, will want to be among the fortunate thirty. Their ships this year will be true flagships, center of all admiring eyes—possession

sors of the height of boating luxury.

Hints as to its superior features are: an entirely new type of luxurious enclosed saloon—a bridge deck amidships—remarkable cabins fore and aft—spacious lounging deck—sumptuous quarters—galley—shower and innumerable conveniences. Full specifications may be had from authorized Chris-Craft merchants or the factory.

CHRIS SMITH & SONS BOAT CO.
811 Detroit Road - - Algonac, Michigan
N. Y. Branch: 1 West 52nd Street at 5th Avenue

19 Models • Runabouts • Sedans • Commuters • Cruisers • 22 to 48 feet • 30 to 45 Miles an hour • 82 to 600 Horsepower • 8 to 26 Passengers • \$2235 and up

Chris-Craft

World's Largest Builders of All-Mahogany Motor Boats



Securities that are SAFE!

Since earliest history, the *seal* has been recognized as the emblem of *authority and authenticity*. The great William the Conqueror knew its power. Under the Norman monarchs of England, sealing became a legal formality necessary to the *authentication* of a deed. To this day the Great Seal (the specific emblem of sovereignty) is appended only to the most important documents such as treaties and official acts of state.

Similarly, the *seal* of the General Surety Company is a symbol of *authenticity, strength and power*. When it is placed on a security, or any other obligation, it means that that instrument is *safe, sound and sure* and that you are relieved of all worry and uncertainty. It *guarantees* to you, *unconditionally and irrevocably*, that principal and interest will be paid to you when due, and that the obligation will be fully performed. And this *guarantee* is backed by a capital and surplus of \$12,500,000.

An interesting booklet "THE SEAL THAT CERTIFIES SAFETY" tells vital facts that every investor ought to know. A copy is yours for the asking. Write for it to our Home Office, 340 Madison Avenue, New York.



Identify
Safe
Investments
by this
Seal

GENERAL SURETY COMPANY

Capital and Surplus \$12,500,000
Under the Supervision of the Insurance Department
of the State of New York

INVESTMENTS • AND • FINANCE

BACK TO THE "OLD ECONOMICS"

THE collapse of the bull market in stocks has been accompanied by a similar collapse in a number of new economic and financial theories based on the idea that an entirely new era in investment and speculation had arrived, so a number of financial writers are now telling us. As one commentator puts it, the "modernistic economic and investment ideas" evolved and given to the public as stock prices kept going up month after month and year after year, in spite of the warnings of conservative authorities, have now "been tested by the lamentable experiences of the past month and have been found wanting."

Many brokers and bankers have told stories of new speculators laughing to scorn all the investment advice of experts and justifying their position by their mounting profits. But the recent debacle, observes Max Winkler, authority on foreign investments and vice-president of Bertron, Griseom and Company, "has taught some of our investing public that advice on financial problems should be sought from the banker and economist, and no longer from the butcher, the baker, and the candlestick maker." Writing in the *New York Herald Tribune*, Dr. Winkler recalls how often "we were told that being a bull in the United States was equivalent to having implicit faith in the continuance of a bull market"; moreover—

A new school of economists arose who condemned the purchase of fixed-income-bearing securities and urged the acquisition of common stocks or equities. If the investor was somewhat hesitant about buying an "equity" on the basis of forty or more times earnings, there was enough "literature" on hand to prove conclusively that "present prices are discounting future earnings."

The very day before the first big crash occurred on Wall Street, one of our leading economists, according to Dr. Winkler, made a long statement in which he argued that "the stock market is not much if any too high." As money rates and brokers' loans kept increasing, and the Federal Reserve Board sent out its warnings, "those who are bold enough to draw attention to the danger signals, of which there were many, provided one took the trouble to look for them, were informed of the arrival of a 'new era.'"

"Tho abjured by conservatives of the old school, a body of neo-classic principles in process of formulation by facile optimists of the 'New Era' in the past two years, is proved by recent events to have been unsound," we read in a market letter of the Stock Exchange house of Paine, Webber and Company, which lists "these notions" as follows:

1. That the prosperity curve could move in but one direction—upward.
2. That the business cycle tenet was obsolete.
3. That junior equities of growing companies were the most desirable investment media.
4. That the stock market would nevermore act as a unit but rather as a "market of stocks" in which prices of specific issues and groups would move in a direction correlative with the changes in their respective industries.
5. That investment trusts would support the market on comparatively minor setbacks.
6. That increases in brokers' loans were a natural accompaniment of the nation's growth, and constituted no menace to the price or credit structure.

Another brief statement of the chief principles of the "new economics" appears in *The Annalist*:

- (1) That common stocks are good or better investments than bonds—that with diversification they are just as safe and hold more chance of profit.
- (2) That stock prices, partly because of public belief in the above theory, were permanently on a higher plane.
- (3) That the investment trust has stabilized the market.
- (4) That the public has maintained such heavy margins that no severe break was possible.
- (5) That because of these facts stock speculation had in fact become safe for the average man, and that almost any one could make money at it.
- (6) That the day of severe Stock Exchange breaks was over.

One very important point in connection with common-stock speculation for either a long term or a short term, has apparently been forgotten in the enthusiasm of the past few years, comments *The Annalist*, and that is the extreme importance of the time element: "at some times stocks certainly offer very good possibilities of profit; at others, when prices have been driven up to high levels, they should not be bought for a long-term holding."

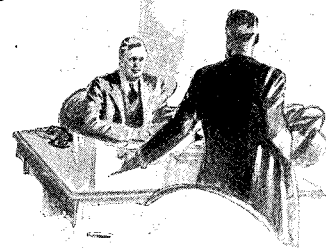
In an editorial on the fallacies of speculation, *The Wall Street Journal* says the people of this country now may have "learned the essential difference between investment and speculation":

It may well be an entirely sound investment, looking to a considerable period of years, to purchase a stock at twenty times its earnings. It is certainly not good business to carry such a stock on margin.

Another fallacy is that investment trust companies were standing ready to buy stocks after the severe decline. As a number of these issues were undistributed, it was a lucky investment trust company which did not have to protect its own position. Those which were nothing more nor less than blind pools were a source of danger, and deserved to be squeezed out in the interest of public safety.

"But today he is building a reserve of sound securities"

LEO T. CROWLEY, *President of the State Bank of Wisconsin, Madison, Wisconsin*, tells a very human story of a young man who tried the dangerous road of speculation . . . and then found a better way



"He sketched a whole series of doubtful investments in which he had risked 'just a little' each time."



LEO T. CROWLEY, *President of the State Bank of Wisconsin, Madison, Wisconsin*, takes a prominent part in the business and civic development of Madison. Before becoming President of the State Bank of Wisconsin, Mr. Crowley served as a director.

"MR. B . . . was full of enthusiasm when he came to me," said Mr. Crowley.

"He had an opportunity to buy a considerable interest in a local merchandising corporation. To pay for his shares in the new venture, he wanted to sell a conservative bank stock.

"I was surprised. I knew that he had inherited a comfortable estate some years before, and he was supposed to be doing well in business.

"You ought to hold on to this bank stock, Bob," I advised him. 'Haven't you got something else you could close out? How about your stock in that X . . . firm?'

"His face clouded. Hesitatingly he confessed that the firm in question had suffered great reverses. It was doubtful whether he could recover half his investment.

"Then he went on to sketch an amazing story of small misfortunes. A whole series of doubtful investments in which he had risked 'just a little' each time.

"This bank stock is all I've got left that's saleable. I've got to use it to come back," he said desperately.

"I was unable to change his purpose. He went into the new corporation, and lost the remnant of his inheritance when the business failed for lack of capital.

"I have seen many others make the same mistake as Mr. B . . . Indeed, I have come to feel that *adhering to a plan* is the most important rule in conservative investment.

"Incidentally, Mr. B . . . has learned his lesson. Today he saves a definite part of every salary check, and he is gradually building a reserve of sound securities, according to a plan of investment we worked out together."

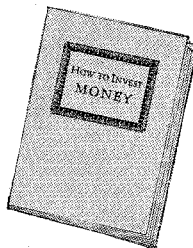
* * *

The average investor, in planning a competence for himself, should consult a banker, or a high grade investment house before he buys. Here he will learn how much he can reasonably expect to get, in income, without jeopardizing safety. He will learn how the principle of diversification establishes another fundamental safeguard for his money. Here, too, the average investor can expect an understanding and intelligent diagnosis of his own individual needs.

In all sections of the country, in widely differing types of communities, bankers know Straus bonds. Year in and year out, these bankers choose from the offerings of S. W. Straus & Co. for recommendation to their customers and for their own investment needs. In the bonds S. W. Straus & Co. offers is every type of seasoned security—railroad, municipal, real estate, public utility, and foreign bonds.

Send for this booklet—

As a help to all who are interested in studying the principles of sound investment, S. W. Straus & Co. has prepared an interesting, easy-to-understand booklet, "How to Invest Money." Every person seriously concerned in safeguarding his future should own a copy of this booklet. It will be sent without charge. Write for booklet K-1012.



ESTABLISHED 1882

S. W. STRAUS & CO.

INCORPORATED

STRAUS BUILDINGS . . . In New York, 565 Fifth Ave., In Chicago, Michigan Ave. at Jackson Blvd., In San Francisco, 79 Post St.

Gentlemen: Please send me, without obligation, a copy of Booklet K-1012, "How to Invest Money." I am considering investing \$

Name _____

Address _____ City _____

© 1929, by S. W. Straus & Co.



- blue skies
- perpetual summer
- outdoor living
- grand scenery
- orange acreage
- dairy lands
- suburban farms
- city sites
- industrial opportunities
- golf - polo
- fishing - hunting

Chandler

ARIZONA

A "white spot" on the nation's business map; amazing opportunities for capital; America's finest climate; only 4 sunless days; temp. Nov. to March, 63° to 74°. Winter home of leading millionaires. Come and add 15 years to your life.

Chandler Improvement Association
CHANDLER, ARIZONA

.....send coupon for Free Booklet.....

Name _____
Address _____

STOP HESITATING AND WAVERING
Read *The Affirmative Intellect* by Charles Ferguson. Its aim is to arouse and stimulate to action all who lack the deciding power and the go-ahead courage so necessary for success. 12mo, cloth. 204 pages. \$1.25, \$1.35, post-paid.
FUNK & WAGNALLS COMPANY, 354 Fourth Ave., New York



The sunniest Winter
in the world!
-TUCSON
("Too-söhh")

SOUTHERN ARIZONA is the only spot in the United States having more than 80% of the possible amount of sunshine....so say the weather experts. Average sunshine is 336 days—rainfall, 5.48 ins. (October to May)—humidity, very low—fog, unknown—wind, rare—air, clear and vitalizing. To rest in Tucson is sheer luxury—to play outdoors, a natural impulse. Come and enjoy the world's sunniest winter vacation. Costs are moderate. Bring golf sticks (all-grass course), riding togs, gun, hiking boots—you'll want them!

Write Sunshine Club for free booklet. Reservation in hotels, etc., and personal service to visitors is gratis. Winter rates on Rock Island and Southern Pacific Lines—NOW

TUCSON
Sunshine-Climate Club
ARIZONA
900 Old Pueblo Bldg., Tucson, Arizona

Please send me the free "SUNSHINE BOOKLET"

Name _____
Address _____

INVESTMENTS AND FINANCE

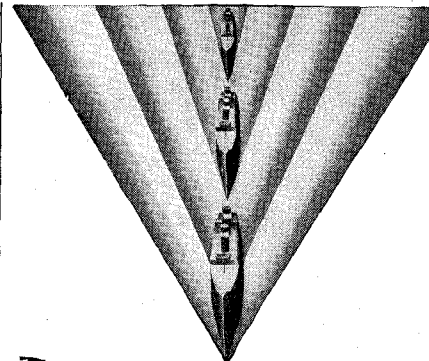
Continued

"BEAUX GESTES"

OUTSTANDING in these recent days of near panic are the deeds of certain rich men who are acclaimed in the editorial columns for coming to the rescue of poorer men. As the *New York Evening Post* recalls: "Mr. Rockefeller did it by announcing at a crucial moment of selling that he was buying stocks; Mr. Rosenwald did it by guaranteeing the margin accounts of all his employees; Mr. Ford did it by seeking a fillip for general business by announcing a cut in the price of his automobiles." In an editorial entitled "Beaux Gestes," the *Boston News Bureau* hails as most conspicuous in this philanthropy Julius Rosenwald, Chairman of the Board of Sears Roebuck and Company, who "pledged without limit his personal fortune to guarantee the stock-market accounts of his 40,000 employees, regardless of stock issues involved." In editorial after editorial we find his act characterized as "inspiring." Recalling the Biblical question, "Can any good thing come out of Nazareth?" the *Birmingham News* comments: "Well, this good thing has come out of the turbulence of Wall Street, and this great-hearted son of Jewry is this good thing's author." To the mind of the Alabama editor, Mr. Rosenwald's policy "is as sound as his almost paternal protection of persons he seems to regard as his personal entourage, his allies in one great common enterprise, is thrilling." To quote further:

Whatever subsidiary benefits may accrue, the controlling motive of these men of commanding millions is to help sufferers in a crisis. Men who so act, and act so cautiously, are not grudged their wealth. Selfishness is seldom if ever to be trusted. It is too stubborn on one side and too frail on the other to resist dangerous opportunities of temptation. The safeguard of great wealth and big business is in the first and generous appraisalment of opportunity, the counterpoise of its power. What these two men have done is sound philosophy. It is consistent with experience. It is substantial religion. Being all these, is it not also far-sighted economics?

Another Chicago business leader, Mr. Samuel Insull, the public utilities magnate, joined Mr. Rosenwald in protecting working people who stood to lose their all through speculation previous to the market break. The *Chicago Journal of Commerce* stated categorically, a few days ago, that Mr. Insull "was not allowing any of his employees in the many companies under his control to be wiped out because they are unable to supply collateral when the margins on their stocks become too slender to carry them." In discussing the action of the two Chicago millionaires, employers, we read on, have been generally divided in opinion, "some arguing that such backing might encourage reckless speculation by



3 GREAT NEW SHIPS NEW YORK TO AND FROM CALIFORNIA

S. S. Pennsylvania, S. S. Virginia, S. S. California—largest ships ever built under the American flag. All outside rooms, many with private bath. Open-air, built-in deck swimming pools. Every luxury and convenience of modern ocean travel.

Route: New York, Havana, Panama Canal, San Diego (Coronado Beach), Los Angeles, San Francisco—in either direction. Fortnightly sailings.

Ask for descriptive booklets on special circle tours one way water, one way rail—8,000 miles around and across America.

Panama Pacific Line

INTERNATIONAL MERCANTILE MARINE COMPANY
No. 1 Broadway, New York; 180 No. Michigan Ave., Chicago; 460 Market St., San Francisco; our offices elsewhere or authorized steamship and railroad agents

Unknown and Missing Heir

LOCATED through our world-wide facilities. Reliable organization, founded in 1913, devoted to search (at our risk) in any part of world for owners of unclaimed estates, realty, dormant bank accounts, etc. Reporting correspondents desired. Free booklet if lawyers, banks, court officials.

W. C. COX & COMPANY, Inc.

Federal Reserve Bank Building Chicago

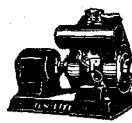
ELECTRIC LIGHTS ANYWHERE

Complete 110-volt Electric Light Plant. Ideal for Farms, Camps or Summer Homes.

\$130.00

Runs household appliances. Install it yourself. Wiring Fixtures and Lamps for 7 rooms \$17.50. Write for circular.

D. W. ONAN & SONS
756 Royalston, Minneapolis, Minn.



FEET TIRE or HURT

when muscles are weakened or strained. Complete, permanent and immediate relief easily obtained. A new way. FREE book on Foot Troubles tell now. No matter how severe your case or where you have tried, write for this FREE book at once. Jung Arch Brace Co., 4511 Jung Bldg., Cincinnati, Oh

DISPEL THAT RASH

Why suffer when skin troubles yield so easily to the healing touch of

Resinol

Health-Care of the Baby
By LOUIS FISCHER, M.D.

A classic for the nursery and the home. The eighteenth edition (280th Thousand) of this work comes of a naturally increased demand which caused Dr. Fischer to completely revise it. Airing, bathing, clothing, and dieting are considered. With a new chapter on Ultra Violet Rays, and Vita Glass.
12mo, cloth. 267 pages. \$1: \$1.10, post-paid.
Funk & Wagnalls Company, 354 Fourth Ave., New York

the workers." But in reply, Vice-President John Higgins of Sears Roebuck, who has represented Mr. Rosenwald in aiding the employees, is quoted in *The Journal of Commerce* as saying:

We did the same thing in 1921, when many of our men stood to lose in the market, and it is significant that none of those who had to be rescued then were in the recent stock-market scramble. They had learned their lesson.

According to this Chicago paper, in the 1921 market slump Mr. Rosenwald pledged about \$1,600,000 to support margin accounts of employees. But Mr. Higgins has made it plain, we read, that if a small speculator is not capable of learning from one rescue, he could not be expected to be picked up the second time. In explaining the practical arrangement made on behalf of employees, Mr. Higgins said:

In every instance where we found an employee's account in danger, we have communicated with the broker to see that he was not sold out. Where additional collateral is needed to safeguard margin accounts this will be put up so that every employee will be able to weather the storm. There is no telling yet just how many of the employees will need this financial help, but thus far we have found that many of them were carrying sufficient margins.

In this connection, a writer on the market page of the *New York Times* discusses the many directions in which "ways have been found to mitigate the losses and unfavorable influences caused by the collapse in stocks." Besides the instances in which large employers went directly to the aid of employees "caught in the Wall Street maelstrom"—

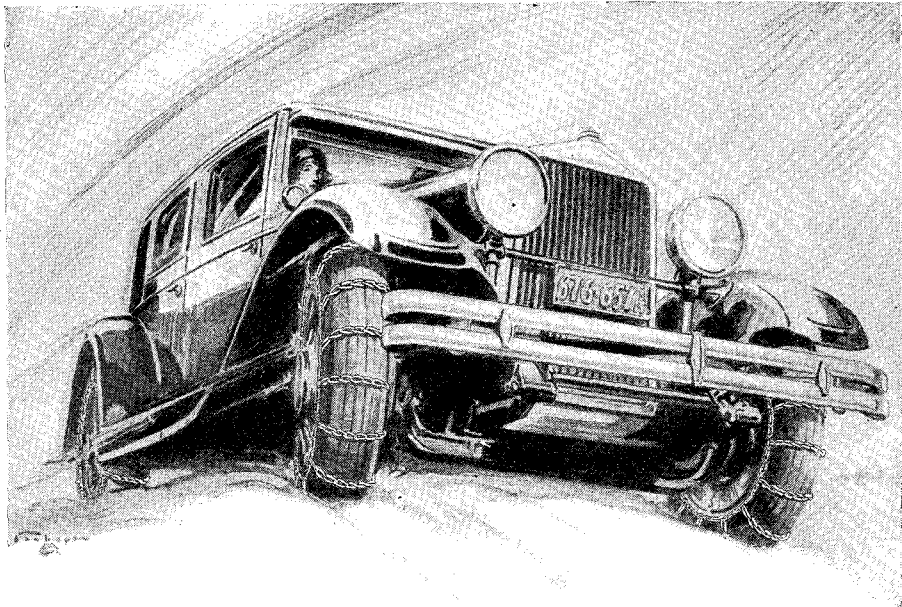
Stores advertised that they would pay cash, if needed, to manufacturers who had bills not yet due. Others advertised cash offers for merchandise.

From high quarters came the advice to credit men that, while they should exercise due caution, it would hurt the situation for them as well as others to press debtors or to tighten up on lines of accommodation. A restriction of credit would only serve, it was pointed out, to reduce buying, cut manufacturing operations, lessen employment, and adversely affect purchasing power.

Merchants are advised to make no drastic changes in their merchandising activities until it is very certain that the condition or type of demand has turned definitely one way or another. Manufacturers are urged to proceed with their operations and not to dismiss workers whose buying power is so urgently needed to enable trade and industry to maintain smooth progress.

All this is sound counsel, and business should benefit if it is fully heeded. After all, tho it scarcely reconciles them to their losses, the speculators lost in most cases only surplus funds which were not being utilized for trade purposes. Business may even gain as the Street loses its attraction.

March of Progress.—The fellow who used to read the film subtitles out loud now sits behind us at the talkies and helps the hero to sing the theme song.—*Everybody's Weekly* (London).



Prepare now for Winter Driving

- 1 Change to winter oil
- 2 Put anti-freeze in radiator
- 3 Check electrical system and battery
- 4 Get WEED CHAINS to fit your tires

Any night now you may go to bed in Indian Summer and wake up next morning in a bad spell of winter—with snow, sleet or icy thoroughfares and freezing weather. That morning you'll really need your car. Don't wait till then to prepare for safe winter driving. Do it now.

If the roads and streets you drive in winter are subject to ice, carry two pairs of Weeds. Use one pair on the rear wheels for traction and the other on the front wheels for steering control. It pays.

Accept none but genuine steel Weed Chains, with galvanized side chains, brass plated cross chains, red connecting hooks and the name Weed stamped on every hook. Good accessory stores and garages everywhere can fit your tires today with Weeds; also many filling stations. Weeds are made only by the American Chain Company, Inc., *World's Largest Makers of Tire Chains.*

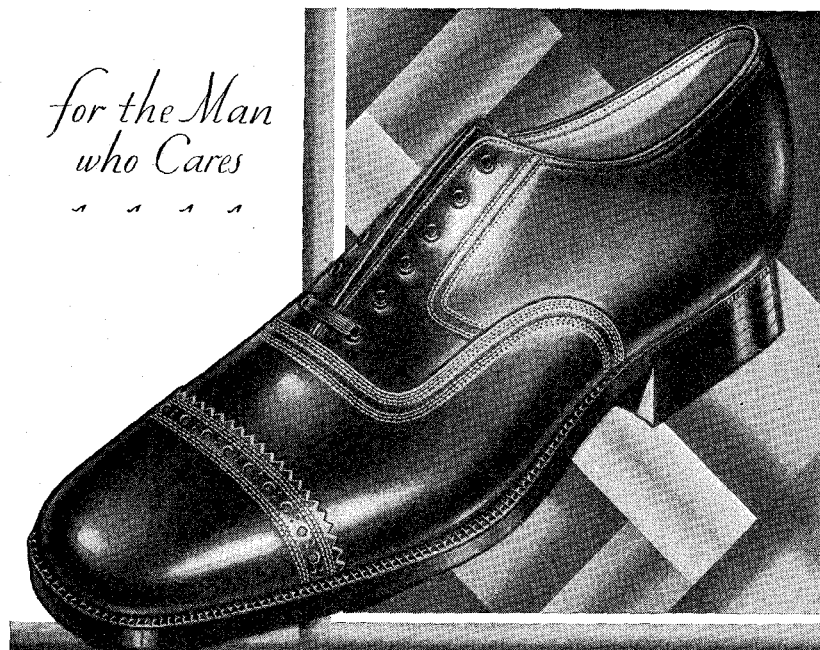


Ask by

name for Genuine

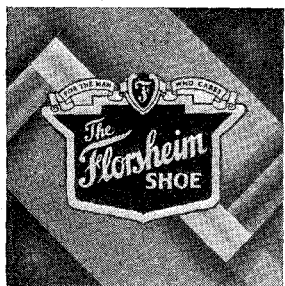
WEED CHAINS

for greater Safety and Mileage



for the Man
who Cares

The FLORSHEIM Shoe



RELY on FLORSHEIM SHOES for service...
their many years of dependable performance is a criterion of quality...they have
always made good...and they will today

Most Styles \$10
THE STRIDE... Style M-376

THE FLORSHEIM SHOE COMPANY
Manufacturers • Chicago

THE MIND AT MISCHIEF

Tricks and Deceptions of the
Subconscious and How
To Cope With Them
By WILLIAM S. SADLER, M.D.

"It is thorough, complete, concise and logical. I doubt if ever there was a book published that will so fully aid one to 'know thyself' as it will. It shall be a pleasure on my part to place the book in the hands of my patients suffering from mental disturbances resulting in ill-health."
—J. G. Sargent, M.D., Centralia, Washington.

"Dr. Sadler embodies in a well-written, non-technical, and exceedingly readable volume practically all that the average citizen needs to know on the subject of those workings of the subconscious which so often put acting as well as thinking out of gear, and create for both individual and community problems of the most serious kind."
—Boston Transcript.

"A fine helpful book at once popular and scientifically correct, it can not help but aid those who have lost or who are in danger of losing their psychic equilibrium."
—Philadelphia Public Ledger.

"The trouble with most of these books is that the fellow with average sense can't get it. With this book it's different. I venture the assertion that it will save thousands of lives and make many happy who heretofore have been miserable. Can't tell you what it has been worth to me."
—Edward Woodward, Real Estate, Staunton, Va.

"It is full of broad, sound common sense and should be a godsend to those who are trying to rid themselves of the 'blues'."
—Marian H. Johnson, Willimantic, Conn.

"I have in mind a number of individuals who will profit more from reading this book than from reading any other book that I am acquainted with."
—Donald G. Peters, Professor of Psychology, University of Minnesota.

Are You Sensitive?

Do your feelings suffer at the hands of the careless world? Do you keep to yourself too much? Do you fear water? Dread thunder and lightning? **Don't fail to read**

The Mind At Mischief

Tricks and Deceptions of the Subconscious and How to Cope With Them
By WILLIAM S. SADLER, M.D.

Bookstores, \$4.00; by mail, \$4.14

Funk & Wagnalls Company, 354-360 Fourth Ave., New York

CURRENT EVENTS

FOREIGN

November 6.—André Maginot, Minister of War in the Tardieu Cabinet, orders all major preparations for evacuation of the third Rhineland zone by French troops to be stopt, pending the referendum to be held in Germany on acceptance or rejection of the Young plan.

November 8.—The Chinese Nationalist forces are reported to have scored a sweeping victory against the rebelling Kuominchun troops along the entire battle-front in Honan Province.

The death toll caused by the eruption of the volcano Santa Maria in northern Guatemala is estimated at between 300 and 700. The total may never be known accurately, since scores were caught in the lava streams.

November 9.—The new Tardieu ministry in France obtains two votes of confidence in the Chamber of Deputies, which was won over to Aristide Briand's foreign policy in supporting the Young plan and the evacuation of the Rhineland.

The Prince of Wales is host at a dinner to holders of the Victoria Cross, and makes a plea to end all wars.

Basle, Switzerland, is selected as the site of the new Bank for International Settlements by the organizing committee set up under the Young reparations plan.

November 11.—Dr. Julius Curtius, friend and political confidant of the late Dr. Gustav Stresemann, is selected by Chancellor Mueller as Foreign Minister of Germany.

The British Government announces that it has agreed to return to China the British concession at Chinkiang, Kiangsu Province, on November 15.

November 12.—Sir Ronald Lindsay, who has held many important diplomatic posts, and since 1928 has been Permanent Under-Secretary of State for Foreign Affairs, is appointed British Ambassador to the United States, to succeed Sir Esmé Howard, who will retire early next year under the age limit.

Thomas Mann, German novelist, wins the Nobel prize for literature.

DOMESTIC

November 6.—An automatic pilot, a gyroscope which controls the rudder for direction, the elevator for upward and downward movement and the aileron for keeping the airplane on an even keel is successfully demonstrated on an airplane flying from Dayton, Ohio, to Washington, and passing through dense fog over the Alleghany mountains.

November 7.—President Hoover invites the nations of the world to join with the people of the United States in celebrating a century of progress at the centennial celebration of the incorporation of Chicago in 1933.

November 8.—The Federal budget for the next fiscal year is put at \$3,830,000,000 exclusive of deficiency appropriation and further capital for the Federal Farm Board.

Mrs. William Hoffman, of Providence Rhode Island, is reelected president of the Girl Scouts of America at the convention held in New Orleans.

Fourteen of the sixteen men charged with murder and conspiracy to murder in connection with the slaying of Mrs. Ella May Wiggins in Gastonia, North Carolina, are bound over to the January term of the Gaston County Superior Court.

November 9.—The Democratic-Insurgent coalition declines the offer of the regular Republican leaders of the Senate to take over revision of the tariff bill.

November 11.—In an Armistice Day address broadcast throughout the world President Hoover appeals for general peace, and suggests that food ships be exempt from blockade in war time.

The Grand Cross of the Legion of Honor, the highest award of France, is bestowed upon former Secretary of State Frank B. Kellogg for his negotiation of the general pact for the renunciation of war.

November 12.—Jeff D. Harris, deputized Federal dry raider, is sentenced to serve fifty years in the State penitentiary for killing Oscar Lowery, near Tecumseh, Oklahoma, during a dry raid.

Greatest Modern Achievement.—Jesse Pomeroy's ride to Bridgewater after fifty years in close confinement had a parallel in France some years ago, when a convict released after nearly forty years was given a ride about Paris by the warden. He saw automobiles, trolley cars, airplanes; he saw the Eiffel Tower; he was taken to a moving-picture show; he heard the radio. At the end the warden asked what had most impressed him. The prompt answer was "The women." "How come?" (or its French equivalent) asked the warden. "Because, sir, when I went to prison, women were round. Now they are oblong or flat."—*Boston Herald.*

Sounded Familiar.—Even our upper classes are rather short on Biblical knowledge. A young millionaire and his wife were telling the other day about their tour in Spain. "The Prado was wonderful," the young man said.

"What did you like best in the Prado?" said I.

"A Correggio," he told me. "A masterly oil painting of Adam and Eve in the Garden, with the apple and the serpent."

Then the young man's wife said with a superior air: "Yes, that painting interested us especially because, you see, we knew the anecdote."—*Detroit Free Press.*

Hiding Her Shame.—

I say the reason that I laugh
Is that my heart is torn in half.
I say the reason I am gay
Is that I must appear that way
So people will not see the truth—
My life was blighted in my youth.
I say that I must mock at fears
To keep from bursting into tears.
The fact must never be imparted
That I'm just naturally light-hearted.

—Myra M. Waterman in *Life*.

Pity the Sleepless Father.—"No," said he, "I never sleep while my young folks are out at night."

"Huh! How can you get along without any sleep?" demanded the man who knew the hours young people get in.

"I sleep in the daytime," he replied. "You see, I am a night watchman."—*Cincinnati Enquirer.*

TONGUE TUFTS?

WHEN YOUR TONGUE IS SURFACED
WITH SOMETHING OR OTHER . . .
AND YOUR MOUTH HANKERS FOR
A COMFORTING SMOKE . . . THERE IS
ALWAYS THAT GREAT CIGARETTE
WHICH CLEARS THE WAY TO OLD-
FASHIONED TOBACCO ENJOYMENT

IT'S MENTHOL-COOLED

SPUD CIGARETTES - 20 FOR 20c

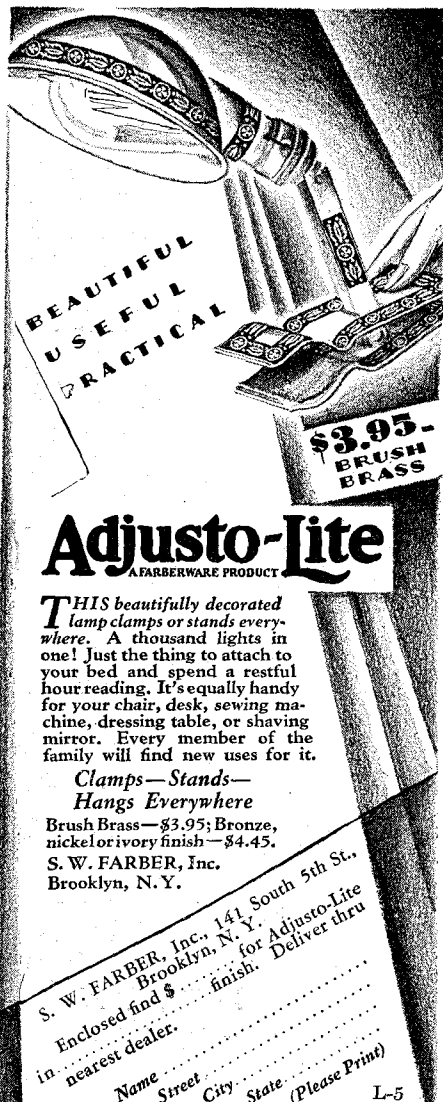
THE AXTON-FISHER TOBACCO CO., INC., LOUISVILLE, KY



FLOWERS FOR Thanksgiving



SAY IT
WITH
Flowers



BEAUTIFUL
USEFUL
PRACTICAL

Adjusto-Lite
A FARMERWARE PRODUCT

THIS beautifully decorated lamp clamps or stands everywhere. A thousand lights in one! Just the thing to attach to your bed and spend a restful hour reading. It's equally handy for your chair, desk, sewing machine, dressing table, or shaving mirror. Every member of the family will find new uses for it.

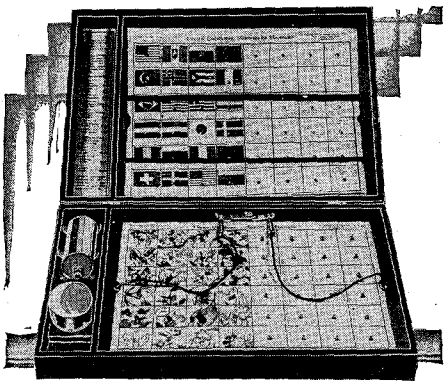
Clamps—Stands—
Hangs Everywhere

Brush Brass—\$3.95; Bronze, nickel or ivory finish—\$4.45.
S. W. FARBER, Inc.,
Brooklyn, N. Y.

S. W. FARBER, Inc., 141 South 5th St.,
Brooklyn, N. Y.
Enclosed find \$..... for Adjusto-Lite
in..... finish. Deliver thru
nearest dealer.

Name..... Street..... City..... State..... (Please Print) L-5

THE FUNK & WAGNALLS NEW STANDARD DICTIONARY is needed in every American home where education and culture are truly esteemed.



Your Child Can Lead the Class

The child who owns a Knapp Electric Questioner stands out in any class room. The absorbing interest in the Questioner lasts for months and years. You can keep it up to date indefinitely.

The mysterious buzzing answer thrills and puzzles, indelibly impressing the correct answer on their minds. Operates from a flash light battery (furnished). The ideal Christmas present.

If your dealer is sold out, send us \$3.50 (\$3.75 Denver and West) and we will send the Questioner postpaid. Satisfaction guaranteed or money refunded. Ask for circular No. 18.

KNAPP ELECTRIC, INC.
ESTABLISHED 1890

Division of P. R. Mallory & Co., Inc.
Indianapolis, Ind.

**KNAPP ELECTRIC
QUESTIONER**

THE SPICE OF LIFE

(TITLE REGISTERED IN U. S. PATENT OFFICE)

Handkerchiefs Out!—"Make a toast to the Hay Fever Club."

"Here's looking at-choo!"—*Ranger*.

Junior Whoopee.—"Now, if you promise to stop cryin' an' be a good boy, I'll take you down town to see the accidents."—*Dublin Opinion*.

Feeble Kick.—FRIENDLY BOOTLEGGER—"Looks like rain."

COLLEGIATE—"Yes, but it tastes faintly like yeast."—*Rice Owl*.

When to Neck.—"Yes, Dad, I have a chance to embrace an opportunity."

"Fine, son. Give it a good hug."—*Louisville Courier-Journal*.

Beginning of the End.—BARBARA (whose first tooth has just dropt out)—"Mummy, mummy, quick! I'm coming to pieces!"—*Passing Show (London)*.

Ignore the Dumb-bells.—"Prisoner, the jury finds you guilty."

"That's all right, Judge. I know you're too intelligent to be influenced by what they say."—*The Concordian*.

Perhaps Untanned.—LADY—"I want to see some kid gloves for my eight-year-old daughter, please."

POLITE CLERK: "Yes, madam, white kid?"
Lady—"Sir!"—*Princeton Tiger*.

Beats the Whistle.—INTERVIEWER—"Are you one of those girls who watch the clock?"

APPLICANT (with dignity)—"No sir; I have a wrist-watch."—*Buffalo Evening News*.

When Bossie Broods.—HOUSEWIFE—"Don't bring me any more of that horrid milk. It is positively blue."

MILKMAN—"It ain't our fault, lady. It's these long, dull evenings as makes the cows deprest."—*Missouri Outlaw*.

Must Be a Coupla Other Fellas.

If we could see ourselves

As others see us,

We'd swear that what they see

Just can not be us.

—*Cincinnati Enquirer*.

Absent-Minded Beggar.—"What made you quarrel with Claude?"

"Well, he proposed to me again last night."

"Where was the harm in that?"

"My dear, I had accepted him the night before."—*Muskogee Phoenix*.

Better Stand Pat.—She came into the police station with a picture in her hand.

"My husband has disappeared," she sobbed. "Here is his picture. I want you to find him."

The inspector looked at the photograph. "Why?" he asked.—*Chicago Tribune*.

Burning Subject.—We don't know; but we suppose that when a minister starts discussing the modern trend in styles he takes his text from Revelations.—*Life*.

Of course, Rev. 12:1.—"A woman clothed with the sun."

What better scriptural authority for the "sun-tan back"?—*The Churchman*.

SLIPS THAT PASS IN THE NIGHT

Drawing to a Pair.—They received large number of valuable parents from the friends.—*El Paso Herald*.

Know Their Tourists.—In pretty, comfortable flat, near Bois. French family would take yapping guests.—*Ad in the Paris Herald*.

Or Try a Goat.—Shetland Pony—Do baby size, healthy, thoroughly broke for small child, eats table scraps, also saddle.—*Birmingham News*.

Cramped Quarters.— FOUR WOMEN SENT TO JAIL IN LIQUOR CASES

—*St. Louis Globe Democrat*.

Slight Detour.—A new free bridge to connect Missouri and Kansas will be opened July 1 at St. Joseph, Mich.—*Lafayette (Ind) Journal and Courier*.

Catnip or Brickbats?—Ansonia, Feb. 11—"Green Stockings," a three-act play, will be presented in the Immanuel Episcopal Church. Robert Morrey has been directing the cats.—*New Haven Register*.

Easy Mark.

Friends Go Far Into Hills to Hunt
But Loveland Pioneer Farmer Shoots
Two-point Buick in Own Barnyard
—*Longmont (Colo.) Daily Times*.

Kind Words Can Never Die.—This newspaper believes that the D. A. R. is a important and a hard-working body of patriotic citizens, doing work that is valuable and condemnable.—*Bridgeport (Conn) Telegram*.

Yeah?—An English plane was clocked at 350 miles an hour. At that rate of speed, if sustained, it could rocket around the world at the equator between breakfast and dinner and have time to spare.—*San Lake Tribune*.

All Wool and a Yard Wide.—Army has scored twice—once through a 45-yard run by Cagle on an interception of a pass in the opening quarters and again in the second period on a 35-yard run by Murrell.—*New York Times*.

Sauce for the Gander.—Omaha, Neb Oct. 15 (U. P.)—Two women and a man have been charged with operating a horse and buggy while under the influence of liquor. Their "rig" ran into and damaged an automobile.—*New York World*.

Correspondence with Tipsters, for Instance?—Young gentleman, well connected, employed regularly during day, wishes work evenings and week-ends. Can do anything in nature of secretarial work to training horses.—*Wall Street Journal*.

Try This on Your Ukulele.—A pink and silver brocade slipper has a tiny vandyke of gold and silver kid, and gold and silver ankle strap fastened honey-de-melon, or a bit of garlic rub-in front with a tiny brilliant and a square heel.—*Calgary, Canada, Alberta*.